

# GRAIN DEALERS JOURNAL

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IF PAID IN ADVANCE,  
ONE DOLLAR PER YEAR.

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### Grain, Hay and Feed

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**RYE** Clipped and Natural

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Quote f. o. b. or delivered. Liberal ad-  
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Large White and Yellow Dent, Leaming,  
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Try me with your ship-  
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Established 1886

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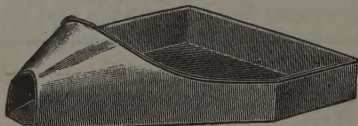
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Made of Aluminum. The lightest pan made,  
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Grain Size, 2 1/4 x 12 x 16 1/4 ins. .... \$1.25  
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our personal attention. We  
will mail our market letter  
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Write to-day, a postal will  
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77 Board of Trade.



77 Board of Trade.

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 My Personal attention given consignments  
 Your orders for cash and futures solicited

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 Prompt Personal Attention to Consignments and Orders for Futures.

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 YOUR INTERESTS ARE OUR INTERESTS.



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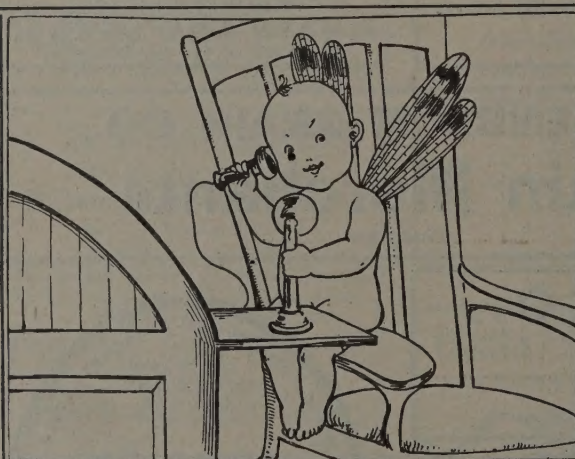
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**GRAIN AND COMMISSION MERCHANTS**  
 Your cash grain and trades in futures solicited.  
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"No! We never have, nor do not now, solicit or want shipments from any but REGULAR GRAIN DEALERS, having ALL the facilities for handling Grain, with Elevators located on Railroad Right of Way."

LOWELL HOIT & CO.

52 Board of Trade,

Chicago.

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It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners.

Price, \$1.50.

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It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car. No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

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Established 1882.  
**Franke Grain Company**  
 GRAIN AND MILL FEED  
 41 and 42 Chamber of Commerce  
 MILWAUKEE, WIS.  
 We Buy Grain F. O. B. Station.  
 Please write for bids.

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 Will make track bids on Corn,  
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THE  
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**Robinson's**  
 Cipher Code (Revised).  
 Bound in leather, gilt edges.....\$2.00  
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 Your name in gilt letters on front cover  
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 Sell by sample and make prompt returns.

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 Offices: MINNEAPOLIS, CHICAGO,  
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 Correspondence Solicited.

**Shippers**  
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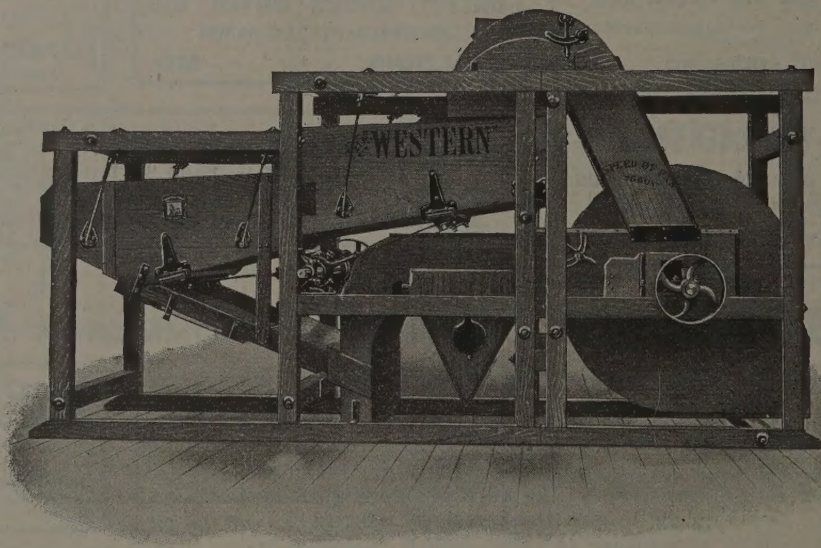
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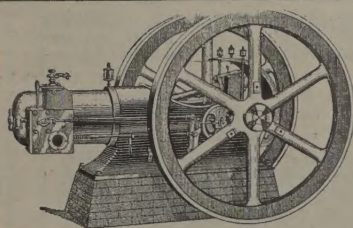
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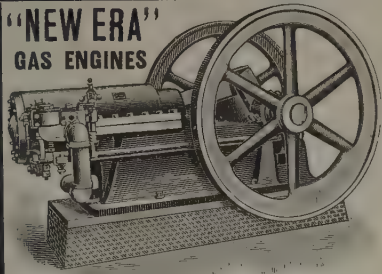
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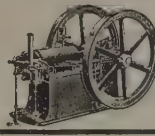
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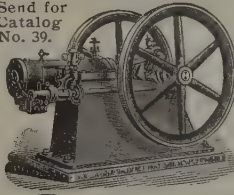
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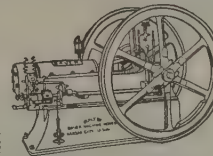
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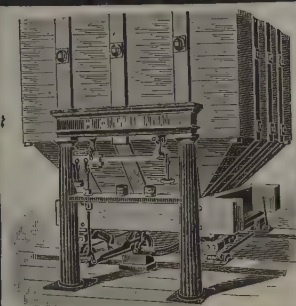
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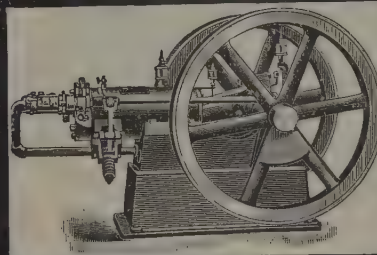
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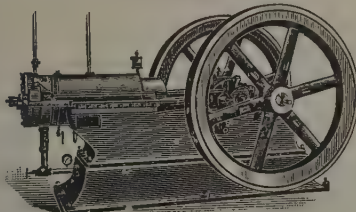


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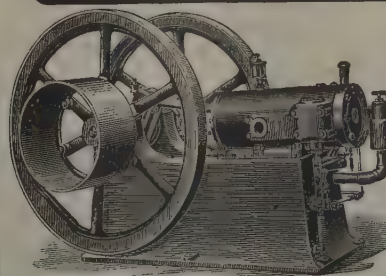
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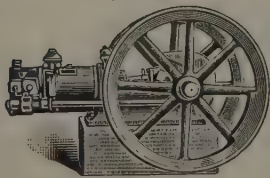
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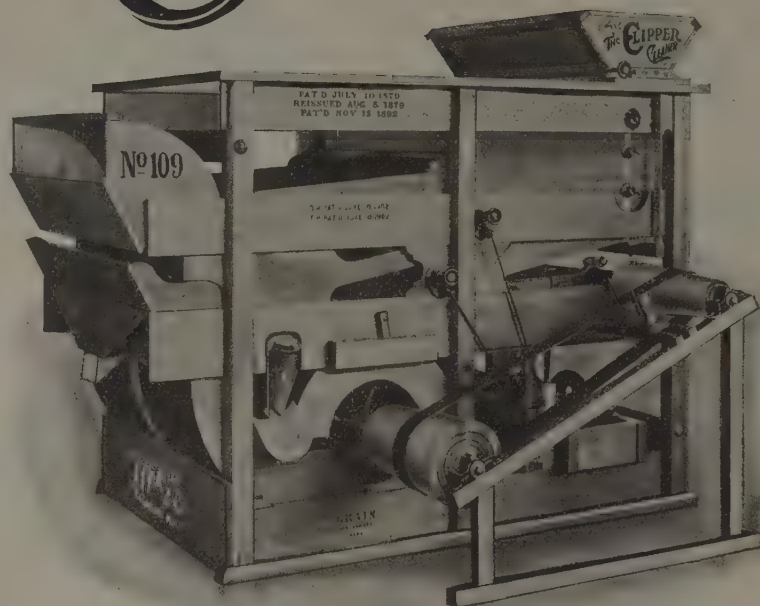
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Our Traveling Brush device is the simplest, strongest and best made. Strong fibre brushes are made to travel back and forth across the under side of the screens, thoroughly brushing them and freeing the perforations from any grain or seed with which they may become clogged, making it impossible for the meshes to fill up.

Any man who has used a cleaner or separator knows that the meshes or perforations in the lower screen soon become clogged so that it is necessary to "scrape" or "pound" the screen in order to clear the perforations. Our Traveling Brushes keep the screens clear **all the time**, and make the capacity and work of the machine uniform.

With a machine not equipped with Traveling Brushes it is often necessary to keep one man in constant attendance when cleaning a dirty run of stock, to keep the screens clear and insure satisfactory work.

The advantages of using one of our machines equipped with Traveling Brushes is apparent: The quality of the work is improved; the capacity of the machine is increased; the cost of operation is reduced and one has the satisfaction of knowing that he has the best that money can buy.

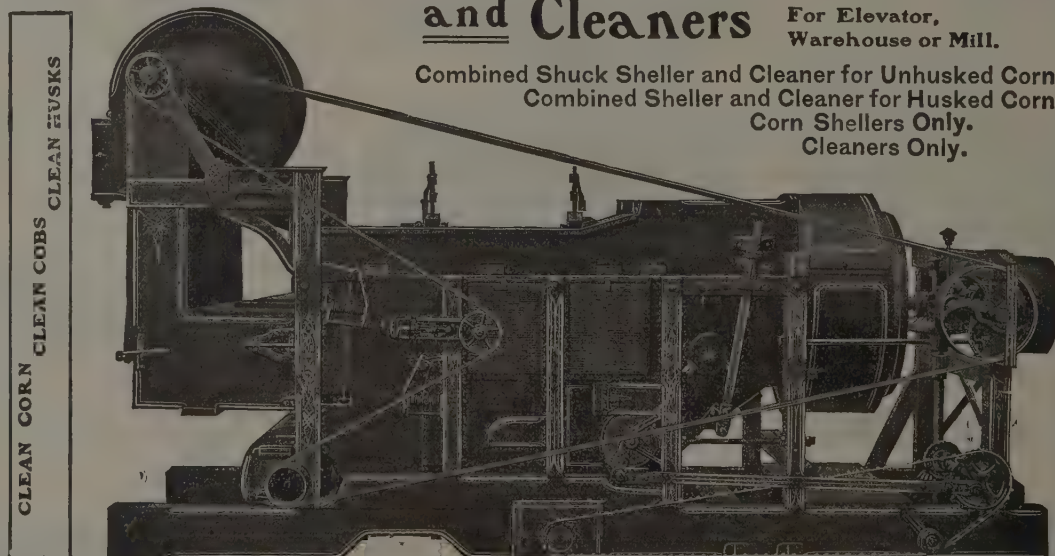
Catalog with prices and full descriptions upon application.

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## New Process Dustless Cylinder Corn Shellers and Cleaners

For Elevator,  
Warehouse or Mill.

Combined Shuck Sheller and Cleaner for Unhusked Corn.  
Combined Sheller and Cleaner for Husked Corn.  
Corn Shellers Only.  
Cleaners Only.



The New Process Combine Shuck Sheller and Cleaner shown above is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

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Because Husks are Carried  
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MAROA MFG. CO., MAROA, ILL.

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They will do all the company claims and is a saving of an extra hand. We have not been in a single car to help it. No one need hesitate putting in a loader for fear it won't do the work, for it will load to the roof and what more could you ask? Respectfully yours, WM. DREW & SONS.

These loaders are made in five different sizes and are sent on trial to places where they are not known.

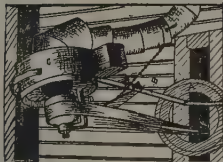
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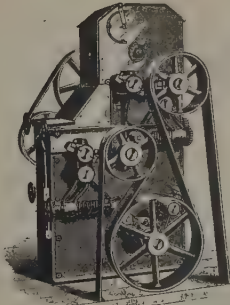
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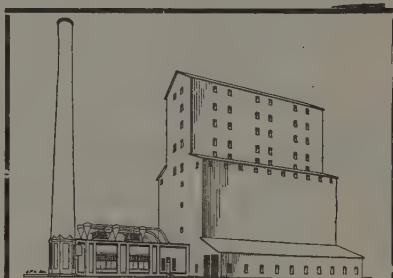
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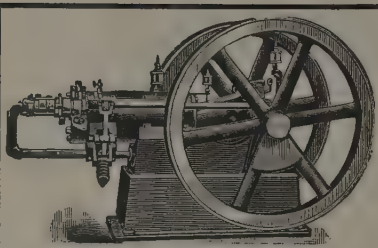
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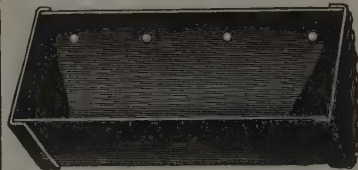
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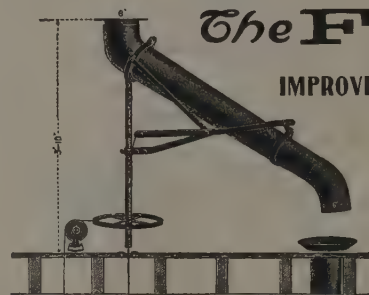
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It will save you in  
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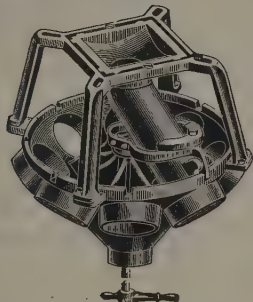
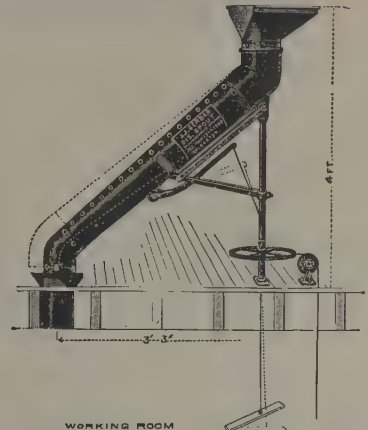
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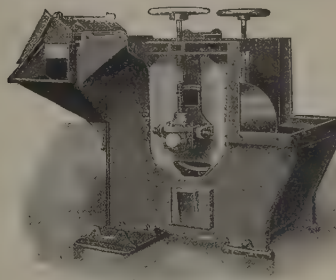
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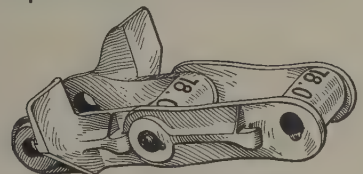
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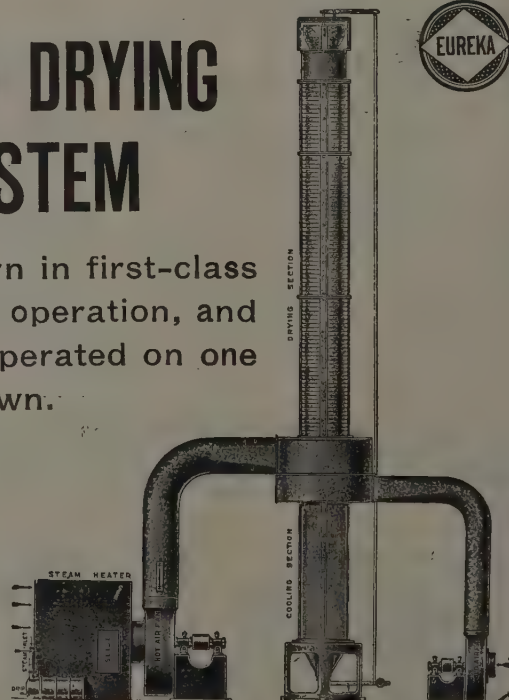


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For improving the condition and selling value of oats and feed barley should be as common as cleaning corn, and is certainly much more profitable. Many others do it, and you are throwing money away when you fail to do it.

We have been granted the only Process Patent ever issued by the United States Government for doing this work, and we can do finer work than was ever done in this branch of grain handling.

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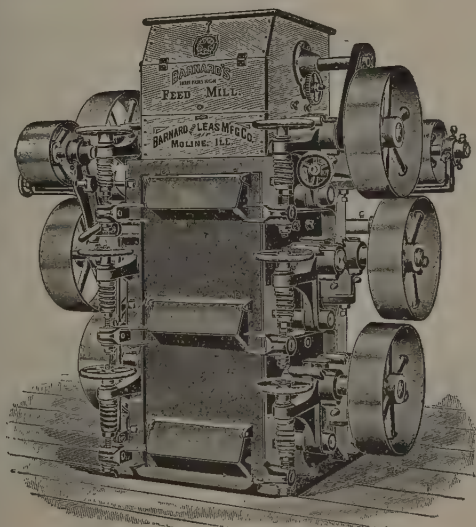
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We make them for grinding all kinds of feed as well as fine meal for table use.

Our line includes Willford's Light Running Three Roller Mill, and Barnard's One, Two and Three Pair High Mills.

It pays to operate a grinding mill in connection with your other outfit.

You utilize your spare power and add another source of income to your plant.

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INDIANA ELEVATOR for sale cheap. Elevator in good repair; handles 250,000 bushels annually; best organization in state; big margins. Address X. Y. Box 2, care Grain Dealers Journal, Chicago, Ill.

CLEANING AND HANDLING ELEVATOR for sale or lease. Advantageously located. Modern equipment. Satisfactory terms to proper parties. A snap for somebody. Write us for particulars. Hanna & Leonard, Galveston, Tex.

ELEVATOR FOR SALE—Located in Indiana on I. & V. R. R. in splendid corn country; just remodeled. New Atlas steam plant; private switch; one acre ground in good town. A money maker. Address Lock Box 208, Lyons, Ind.

ON ACCOUNT of poor health I offer for sale, Grain Elevator on R. R. siding; City Feed Mills, main building 25 by 60; scales and coal decks; 6 room dwelling. Good established business. A money maker. E. B. Dockum, Jetmore, Kan.

THREE ELEVATORS AND A 200-BBL. MILL for sale or trade. I have a fine 200-bbl. mill and three elevators well located for business in southern Minn.; will sell at a big bargain for cash, or trade for good, clear, wild land. Write me. Address J. D. Matteson, MILL BROKER, Worthington, Minn.

**ELEVATORS FOR SALE.**

HAY, GRAIN, COAL and Produce Business for sale. No competition. Box 54, Scotts, Mich.

YOU look here for elevators when you want to buy, and owners who desire to sell watch our "Elevators Wanted" columns. If you want all probable sellers to know of your want send word to them by a Journal want ad.

CEREAL MILL, GRAIN and Coal business for sale. Will be sold at a bargain. Wanting to retire on account of sickness. Good business, can be increased by working a little. For particulars address F. Struve, Miles, Ia.

ELEVATOR FOR SALE in the southern part of Ohio, in good wheat and live stock territory. Latest up to date machinery for handling grain lately installed. Best of reasons for wanting to sell. Address Box No. 154, Middletown, Ohio.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

HALF INTEREST for sale, in an old established grain business, to a competent party only, who can take full charge during my almost total absence. About \$18,000.00 invested. Illinois corn and oats only. Address "Half Interest," box 4, care Grain Dealers Journal, Chicago, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, Box 9, care Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR PROPERTIES—Elevator, Coal, Hay and Feed Business for sale; 75,000 bushels grain capacity; 5,000 bushels crib room; 250-ton coal bins; gas engine, wheat, and corn cleaners and sheller. Will be sold at a bargain. A snap for the right party. Adolphe Breuchaud, Greenville, Ill.

GRAIN BUSINESS for sale. I will offer one of the best paying businesses in the state, consisting of a first-class new elevator, hardware, builders' supply and lumber business; also a fine coal trade. No opposition. I wish to retire from business entirely. Write at once if interested, as this is too good to go long on the market. Address E. E. Gard, Tremont City, Ohio.

**SECOND-HAND**

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN DEALERS JOURNAL**  
OF CHICAGO.  
COSTS 15 CENTS PER LINE.

**ELEVATORS WANTED.**

ELEVATORS WANTED, one or two, well located. Cowen Bros., Wellington, Ill.

ELEVATOR WANTED, to buy or rent. Address Box 62, Parkersburg, Iowa.

GOOD ELTR. wanted in exc. for a section of fine stock and grain land in southern North Dakota. Union County Investment Co., Elk Point, S. D.

ELEVATOR WANTED, handling over 200,000 bushels. Any banking done in town? Address W. J. H., box 4, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—To rent with view to buying, in a good grain district in the Dakotas or Northern Minnesota. Address Box 103, Lime Creek, Minn.

GOOD ELEVATOR wanted in exchange for first class black loam grain farm. Only those desiring to trade need write. Address W. S., Box 51, Cowden, Ill.

WILL TRADE Brick Block in county seat of 3,000, value \$12,000, for one or two elevators in western Ohio or eastern Indiana. Address Lock Box 8, Hagerman, Ohio.

WANTED—A good up-to-date grain elevator in Ohio or Indiana. State price and reasons for selling. Must do the business. Address F. D. B., r8 West Washington St., Ashland, Ohio.

ELEVATOR WANTED—To rent, with privilege of buying, in good corn and oats territory, with coal or other side lines. Address George, box 4, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in Iowa or Illinois in exchange for a good farm, located in Palo Alto county, Iowa, valued at \$65.00 per acre; incumbrance \$6,100; will take elevator worth \$3,000, balance cash. Address Box 848 Spencer, Iowa.

**LOCATIONS FOR ELEVATORS**

FINE LOCATIONS for Elevators

On The Belt Railway of Chicago, (The Inner Belt). Ample car supply and competitive rates. Easy access to all Chicago roads. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

**SCALES FOR SALE.**

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

BUFFALO WAGON SCALE; five ton; for sale very cheap. Address G. W. Warner, Pickerell, Neb.

FOR SALE—30 sets of 42,000-pound Fairbanks-Morse Compound Beam Hopper Scales, as good as new. Can furnish framing timbers with these scales. Prices on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.



## GRAIN AND SEED FOR SALE.

CLOVER AND MILLET SEED for sale. J. F. Ochsner, Nauvoo, Ill.

TIMOTHY SEED for sale. Send for samples. Address Southall & Williams, Pierston, Iowa.

CLOVER SEED, Wheat, Corn and Oats for sale. Address Kinsey Bros., North Manchester, Ind.

CLOVER AND TIMOTHY seed for sale in carload lots or less. Schlatter & Seaward, Bellevue, Iowa.

SEEDS FOR SALE—Choice, re-cleaned timothy seeds \$1.25 per bu. G. L. Miles, 909 Broad St., Grinnell, Ia.

TIMOTHY, CLOVER AND FIELD SEEDS of all kinds; buy or sell. Write us. Ross Seed Co., Louisville, Ky.

CORN FOR SALE in car lots. Write for prices. Elevators on Northwestern Ry. The J. H. Hamilton Co., 538 Bee Bldg. Omaha, Neb.

SEED SPELTZ, Oats and Barley, also Timothy and all field seeds for sale. Wholesale Price List on application. L. L. Olds Seed Co., Clinton, Wis.

ALFALFA SEED, pure, fresh, 1903 crop; car or bushel lots. Also Turkey Hard Wheat, car lots. Speltz, Macaroni Wheat, Kaffir, Etc. Write for prices. McBeth & Kinnison, Garden City, Kan.

HEADQUARTERS for Alfalfa, Meadow Fescue, Millet, Sorghum, and Kaffir corn seed. Address Kansas Seed House, F. Barteldes & Co., Lawrence, Kan.

FIELD AND GRASS SEED FOR SALE. WHEN IN NEED OF ANYTHING IN THIS LINE WRITE US. WE MAKE PROMPT DELIVERY. THE WM. S. GILBREATH SEED CO., INDIANAPOLIS, IND.

SEED BARLEY AND SEED OATS. We have a few cars of choice bluff grown barley wheat that is clean, good weight and color. Also a few cars of bluff grown American Banner seed oats. Prices and samples sent upon application. R. E. Jones Co., Wabasha, Minn.

CLOVER, TIMOTHY, RED TOP, BLUE GRASS, DWARF ESSEX RAPE, POP CORN, BUCKWHEAT, FIELD PEAS, CHICKEN FEED and a full line of FIELD SEEDS for sale to dealers at the right prices. Samples upon application. The ILLINOIS SEED COMPANY, Chicago, Ill.

ALFALFA SEED—We offer the best kinds that grow. Seed is taken from Alfalfa that makes the best growth and best adapted to this country. We sell it more reasonable than others; re-cleaned seed \$13.50 per cwt. TURKENSTAN ALFALFA, the Alfalfa that has proven such a great success on dry arid soils and will withstand more hardships than any other kind. We have the genuine article, re-cleaned, free from obnoxious weed seeds, for \$16.00 per cwt. Send for samples and send in your order. Catalog is free. Be friendly. Write us. Address A. A. Berry Seed Co., Box No. 105, Clarinda, Iowa.

## GRAIN AND SEED FOR SALE

IF IN NEED of Mammoth, Medium and Alsike Clover Seed ask for our samples and prices. Being in the Center of the best Clover section of Indiana, we are in position to quote you the right prices. Kraus & Apfelbaum, Columbia City, Ind.

## GRAIN WANTED.

OATS WANTED, Black and Dark Mixed. Send samples and quote. W. H. Small & Co., Evansville, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CORN AND OATS IN SACKS wanted. Quote full or split cars of any grade. The Dewey Bros. Co., Blanchester, Ohio.

CHOICE WINTER milling wheat wanted. Send samples, quote prices. Address Walsh Milling Co., Cuyahoga Falls, Ohio.

WINTER WHEAT wanted. Quote prices, send samples. Ship Big Four or Pa. R. R., Ansted & Burk Co., Springfield, Ohio.

TIMOTHY AND CLOVER SEED, Leaming Corn and American Banner Oats wanted in car lots. E. W. Conklin & Son, Binghamton, N. Y.

MILLETS, HUNGARIAN, Medium, Mammoth Red Clover wanted in carloads. Send samples and quote. Northrup, King & Co., Minneapolis, Minn.

WE WANT good No. 3 shelled corn at C., R. I. & P. and C., M. & St. P. points. Send samples and quote prices your track to Howard & Bemis, Edgerton, Minn.

WE ARE cash buyers of hay, oats, ear and shelled corn. Write us for prices. We want to make your acquaintance. Marietta Brokerage Co., Marietta, O.

PRICES WANTED on corn, hay, oats, flour, bran, meal, chops, feed all kinds. Best market south. Send sample. Wire; write. H. G. Smith, Birmingham, Ala.

OATS, CORN AND CHOPS wanted on consignment. I solicit consignments of Grain, Hay and Mill Products and will make advances on same. J. L. Perkins, Jr., Broker. Office and Warehouse, 110 Levee St., Vicksburg, Miss.

## WANTED.

Good Soft Winter Wheat.

Think can please you.

Ask for daily bids.

The N.W. Elevator & Mill Co., Toledo, O.

WANTED—QUOTATIONS on Corn, Oats, Hay, and Bran. H. D. COTHRAN & CO., ROME, GA. References:

R. G. Dun & Co., and First National Bank.

GRASS AND FIELD SEEDS WANTED. WE ARE ALWAYS IN THE MARKET FOR ALL VARIETIES. ADDRESS THE WM. S. GILBREATH SEED CO., INDIANAPOLIS, IND.

## GRAIN WANTED.

WANTED—Michigan, Indiana, and Ohio Grain, Hay and Straw. Our daily bids will be gladly furnished on request. Look us up. W. A. Bunting & Co., Kalamazoo, Mich.

SEED CORN on the ear wanted. Must have been grown south of a line drawn thru Iowa's Southern Boundary. Address G. A. Underwood, 114 N. 4th St., St. Louis, Mo.

## WANTED FOR SEED—

Improved American Oats, Leaming Corn, Southern White Corn. Young & Halstead, Troy, N. Y.

We are buyers of TIMOTHY, CLOVER, MILLET, POP CORN, KAFFIR CORN, BUCKWHEAT and other FIELD SEEDS. Also of Grain and Grain screenings suitable for chicken feed. Sellers please submit samples. THE ILLINOIS SEED COMPANY, Chicago, Ill.

## MILLS FOR SALE.

ROLLER, WHEAT & FEED Mill for sale. Only mill in first-class town; switch to door. Want to retire. G. W. Webster & Son, Cortland, N. Y.

FOR SALE—75-bbl. Flour Mill in best wheat producing section of Minnesota. Send for complete, printed description. Kjeldson, 607 Sykes Block, Minneapolis, Minn.

ROLLED OATS MILL in Iowa to exchange for lands in Minnesota, North or South Dakota. Grand proposition. Investigate. Kjeldson, 607 Sykes Blk., Minneapolis.

FOR SALE—A 90 bbl. Mill; elevator in connection, running night and day; handles 150,000 bushels wheat annually. Also 1,100 acres choice lands. Smith & Hunter, Carnduff, Assa.

FLOUR MILL, near West Bend, Wis., in first-class condition; 40-barrels capacity; 40 acres of land on both sides of river and small farm house, for sale cheap. Address Wm. Gerlach & Co., Milwaukee, Wis.

FOR SALE—A good flour mill, 50 bbls. cap.; located in the best of wheat producing country. Thoroughly equipped with latest improved roller process; is running night and day. For terms, etc., address C. C. Pollard, Fremont, Neb.

DAKOTA MILL for sale; 100-bbl. steam mill, running the year round. Also a large grain business in connection; we buy 125,000 bushels above our grinding requirements each year. Buy coal at \$2.75 per ton at mill. This is a snap for some one. Price, \$8,000; \$5,000 cash, balance at 6 per cent. L. & W. Sorenson, Sheldon, N. D.

## The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.



**HAY WANTED.**

NO. 1 TIMOTHY HAY, for eastern trade wanted. Write at once. G. W. Kennedy & Son, Shelbyville, Ind.

HAY AND STRAW WANTED on all roads. Liberal advances on all consignments. W. D. Jones, Buffalo, N. Y.

HAY WANTED—Consignments solicited. Drafts for 75 per cent of value honored. Prompt returns. R. L. Chenery, Richmond, Va.

HAY & STRAW WANTED:—top prices and prompt returns guaranteed. Gilbert Plowman & Co., 601 West 33d St., New York, N. Y.

HAY WANTED—Consignments solicited. Top prices and prompt returns guaranteed. Irwin-Hazelhurst Co., 404 Century Bldg., Atlanta, Ga.

HAY WANTED — All grades delivered our station either for immediate or future shipment. J. C. Smith & Wallace Co., Newark, New Jersey.

HAY WANTED—Consignments solicited. Liberal advances made and prompt returns guaranteed. Address A. L. Deibel, 29½ Whitehall St., Atlanta, Ga.

HAY CONSIGNMENTS solicited. Will honor draft with bill of lading attached for three-fourths value. Prompt returns. S. T. Beveridge & Co., Richmond, Va.

OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

HAY WANTED—Consignments solicited. Liberal advances made. Prompt returns guaranteed. For particulars write Ladue & Cramer, 33d St. and 11th Ave., New York, N. Y.

HAY AND RYE STRAW wanted. Highest prices paid, consignments solicited for Greater New York Markets. (N. Y. office, 345 West 34th Street.) Michigan & Ohio Hay Co., Allegan, Mich.

HAY WANTED—Consign your hay to a firm who handles HAY exclusively, to get best results. Consignments handled in Minneapolis, St. Paul, Duluth. Liberal advances, prompt returns. R. W. Cassell & Co., 204 Corn Exchg, Minneapolis, Minn.

TIMOTHY HAY, choice No. 1 and good No. 2 wanted; also fancy clover mixed hay, any sized bales. Shippers can depend upon full market prices for same. We are strictly commission. Hay received on all routes. Write us. Address P. C. Lynch & Co., 8-12 Jay St., New York, N. Y.

### THE PRACTICAL GAS ENGINEER (3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

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255 La Salle St., Chicago.

**ENGINES FOR SALE.**

GASOLINE Engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ONE STEAM ENGINE, 12 x 24 Slide Valve, for sale. W. S. McKinney & Co., 204 Dearborn St., Chicago, Ill.

CHARTER GASOLINE ENGINE for sale; 14-h. p., good as new. Horner Elevator & Mill Co., Lawrenceville, Ill.

A BARGAIN—A 25-h. p. Springfield gasoline engine, good as new. Will sell cheap. Address H. H. Shenck, Mannheim, Pa.

FOR SALE—A 15-h. p. horizontal Atlas engine and boiler complete. First-class condition guaranteed. Wallace Machinery Co., Champaign, Ill.

KEROSENE OIL ENGINES give better satisfaction. Send for catalog. International Power Vehicle Co., 56 W. Washington St., Chicago, Ill.

PIERCE GASOLINE ENGINE for sale; 30-h. p. latest improved 1904; new, guaranteed, \$600.00. Address Pierce Engine Co., Drawer B, Racine, Wis.

GASOLINE ENGINE FOR SALE—8-h. p.; used three months. Reason for selling, elevator sold. Price very reasonable. Stillman, Wright & Co., Berlin, Wis.

ADVANCE GASOLINE ENGINE, 13-h. p., for sale at \$425.00. If you want the best for the money, try the "Advance". Geo. D. Pohl Mfg. Co., Vernon, N. Y.

GASOLINE ENGINES for sale; new and second-hand; from 1 to 20-h. p.; in good running order. Globe Iron Works Co., 2419 University Ave. S. E., Minneapolis, Minn.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

GASOLINE ENGINES for sale. Our prices reasonable. All engines warranted for 5 years. You will save from 25 to 50 per cent in fuel consumption with one of our engines. E. G. Hicks Gasoline Engine Co., 206 Nicollet Av., Minneapolis, Minn.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson St., Chicago.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 15-h. p. Lambert; 7-h. p. Otto; 5-h. p. Fairbanks; 6-h. p. Webster; 4-h. p. Foos; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

FOR SALE at a bargain—One new 25-h. p. Brown Gas and Gasoline Engine, one new 15-h. p. Brown Gas and Gasoline Engine, two second-hand 12-h. p. Badger Portable, one 2½-h. p. Stover and 2½-h. p. Witte Gasoline Engines. C. P. & J. Lauson, 103 W. Water St., Milwaukee, Wis.

**ENGINES FOR SALE.**

GASOLINE ENGINES for sale. One 22 h. p. Foos; one 6 h. p. Fairbanks; one 9 h. p. and one 14 h. p. Otto; one 25 h. p. Fairbanks-Morse; one 30 h. p. Webster. Write A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

FAIRBANKS-MORSE Special Gas or Gasoline Engine for sale; 25 Horse Power. In good repair, complete with attachments for either Gas or Gasoline, including pipes and tank for Gasoline. Engine can be seen in daily operation at our store, Wilson Grocery Company, 108 S. Washington Street, Peoria, Ill.

FOR SALE—One 25-h. p. simple J. I. Chase engine; one 15-h. p. compound J. I. Chase engine; one 12-h. p. simple Advance engine; three J. I. Chase separators from 40-inch cylinder to 32-inch; four hole Adams sheller, gear or belt. All in good shape; will sell at a bargain. Aug. Schoepel, Ellinwood, Kan.

**ENGINES AND BOILERS.**

DUTTON horizontal, tubular boiler, 75-h. p., full front, 60-ft. stack, sixty 3-inch flues, shell 54-in. x 16-ft. Excellent condition. Address C. E. Clipfell, Vicksburg, Mich.

FOR SALE—37 horse power, slide valve engine, Jackson Mfg. Co., in good order, now running; 60-horse power Haxtun full front boiler, in good order; also small cast-iron feed heater. Price on application. CENTRAL GRANARIES CO., Lincoln, Neb.

**FOR SALE.**

One 16 x 18 150-h. p. Atlas Automatic center crank Engine, built three years ago.

One 60 x 16 tubular boiler without fittings.

One 60-h. p. New Era Gasoline Engine, a bargain.

One 11 x 15 35-h. p. Erie City Engine.

One 24 x 14 x 16 modern fire and burglar proof safe, good as new.

One five-ton wagon scale, new, never set up.

One 4½ x 2¾ x 4 duplex steam pump.

One 60-h. p. closed heater.

Write for latest stock sheet. O. S. Potter, Manufacturers' Agent, Toledo, O.

**SOLD ENGINE THRU AD.**

John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

Would You  
Like My Picture ?



Size 10 x 14, in colors, suitable for framing. The "Katy" Girl sent with 1904 calendar for 12 cts. Address

"KATY,"  
St. Louis.



## SITUATIONS WANTED.

**POSITION WANTED** as buyer for some grain firm to run elevator. Seven years experience. Address Lock Box 15, Breda, Iowa.

**POSITION WANTED** as bookkeeper and general office work with grain firm. Address A. E., box 4, care Grain Dealers Journal, Chicago, Ill.

**POSITION** as Manager of Country Elevator. Nine years experience; 29 years old; married; best references. Address Box 48, Burdett, Kan.

**YOUNG MAN** of 2 years experience desires position as bookkeeper or general officeman with reliable grain firm. Address Lloyd Roberts, Granbury, Tex.

**POSITION WANTED** as auditor of line elevator company. First-class reference furnished. Address A. R., Box 2, care Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as buyer for line eltr. co.; 8 years experience; will work reasonable to start; best references. State wages. Address Box 43, Cloverdale, Ia.

**WANTED:** By a grain buyer (with 7 years experience) a position either stationary or on the road. Address I. P. Box 5, care Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** by experienced stenographer with grain company. Can furnish references. Address H. F. W., Box 3, care Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as manager of grain elevator. Fifteen years experience with grain, coal, hay and live stock trade. Best reference. Address E. J. Spencer, Vandalia, Ill.

**THOROUGHLY EXPERIENCED** elevator man desires position as manager of country elevator, or foreman of transfer house. Reference given and required. Address Low, Box 3, care Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as bookkeeper or manager of an elevator, or as solicitor for grain firm, by a young, experienced grain man. A No. 1. Good references. Address R. E. X., Box 3, care Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** with some Commission House as traveling representative. Have solicited cash business. Six years experience; personally acquainted with trade through Ill., Ind., and Ohio. Control good Consignment and Option business. Address T. C. Sullivan, Joliet, Ill.

## PARTNERS WANTED.

**FOR SALE**, at a bargain, ½ interest in 100-bbl. Flour and 50-bbl. Meal Mill. Rolls and burrs for meal all in good shape, doing good business. Saint Jo Milling Co., Saint Jo, Texas.

**GOOD PARTNER** wanted, with ten or fifteen thousand dollars capital to buy half interest in one of the best elevator and wholesale grain businesses west of the Mississippi River. For further particulars address Partner, Box 1, Care Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

**WANTED**—An elevator man, with experience; wages \$70.00 per month. Address, Manhattan Malting Co., Manhattan, Montana.

**TRAVELING SOLICITOR** wanted by grain receiving firm. Good man of experience who has some trade of his own. All replies confidential. Address Chicago Receiving House, Box 4, care Grain Dealers Journal, Chicago, Ill.

**HELP WANTED**—By a large company operating a transfer house and a line of country elevators, a man thoroughly competent, and capable in every way to take charge of the Barley portion of their business, and handle same equally as good or better than competition. The field is large, with equipment and opportunity the best. To the right man it means a good future. In your answer give age, experience, references, and lowest salary you will accept. Address Pany Box 5, care Grain Dealers Journal, Chicago, Ill.

## MACHINES FOR SALE.

**ONE NO. 2 VICTOR SHELLER** and one No. 2 Cornwall cleaner for sale; both good as new. Horner Elevator & Mill Co., Lawrenceville, Ill.

**CORNWALL'S OATS CLIPPER**, No. 65, as good as new. Run only one season, sold cheap if taken at once. Fred Rose, Brookston, Ind.

**AS GOOD AS NEW**—One corn sheller, one large Howe platform scale; fine. Teuscher & Son Machinery Supply Co., 928 and 930 N. Second St., St. Louis, Mo.

**SPECIAL BARGAINS** in second-hand machinery. Write for Circular No. 19. We may have what you want or know where to get it. A. S. Garman & Sons, Akron, Ohio.

**THREE MONITOR** Oat Clippers for sale, capacity 1,000 per hour. Two Pease Separators, capacity 800 bushels per hour. Above in fairly good condition. Milwaukee Elevator Co., Milwaukee, Wis.

**CORN MACHINES:** One Cornwall cleaner; one double screen cleaner; one Victor corn sheller and cleaner combined. All good as new. W. H. Caldwell, 202 Western Union Bldg., Chicago, Ill.

## MISCELLANEOUS FOR SALE.

**AT A BARGAIN**—20,000 feet of first-class rubber belt, all widths and plies; cut to any length; must be sold quick. Park Machinery Co., 222 E. Washington St., Chicago, Ill.

**FOR SALE**—2,400 ft. of second-hand 5-ply, 17½-inch wide rubber belt. 2,800 elevator buckets, 6 x 14½, four holes, with brace in center. Can furnish boots to go with this belt. Four steel pans, 168 in. long at top, 92 in. long at bottom, 60 in. deep. Prices made on application. Trans-Mississippi Grain Co., 532 Bee Bldg., Omaha, Neb.

## FOR SALE.

An elevator furnisher and builder wishes to sell his entire plant, stock and good will. Has large business and a large number of old and steady customers.

Will sell or lease shop property to purchaser of stock, machinery, tools, etc., if desired, and will also sell residence property at a bargain. Will engage with purchaser for one year as mechanical engineer, book-keeper or in any other capacity at small salary to work when health will permit.

Value of property is about as follows:—

Shop—a two-story stone building and grounds—\$4,000.00

Foundry Patterns, Machinery, Tools, etc., about—\$4,500.00

Residence Property, 7 rooms, pantry and bath-room; furnace, hot and cold water, well and cistern, large basement; small barn, chicken house and large yard under tight board fence. A bargain at \$4,500.00.

Will sell all or part. Reasonable proposition considered.

Address Builder, Box 3, care Grain Dealers Journal, Chicago, Ill.

## MISCELLANEOUS.

**FIRMS** having any business relations with Kell & Co., of Mt. Vernon, Ill., will confer a favor by addressing Lek, Box 11, care Grain Dealers Journal, Chicago, Ill.

## MACHINES WANTED.

**CRUSHER** for corn on cob with shucks wanted. H. F. Broyles, Greenwood Springs, Miss.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

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# SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

## A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in extra heavy binder board with leather back.

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255 La Salle St., Chicago, Ill.



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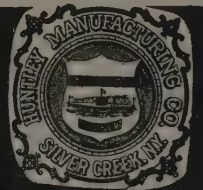
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## GRAIN DEALERS JOURNAL

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**CHARLES S. CLARK, Manager.**

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### Letters

on subjects of interest to those engaged in  
the grain trade, and trade news items are  
always welcome.

Entered at Chicago, Ill., Post Office as  
Second Class Matter.

**CHICAGO, ILL., MARCH 10, 1904.**

McCUMBER'S Bill is still nothing but  
a bill.

WHAT has become of the Kansas City,  
Kans., Grain Exchange?

CONGESTED railway yards are still  
causing grief to shippers.

WINTER-SHELLED corn is a good  
thing to let someone else hold.

ARE you storing grain free for your  
patrons? How much do you really profit  
by so doing?

THE war is not over by any means,  
but the wheat bulls seem to have met  
with disastrous defeat.

THE severe winter is said to have  
been a very hard one on the Hessian flies  
and other crop-destroying insects.

NO MORE complaints of the neces-  
sity of tipping conductors for cars have  
been received. Have shippers decided to  
give up to the imposition?

DEMURRAGE charges which are only  
enforced in the case of some shippers,  
and never against a carrier, when it  
causes a delay, are not designed to bring  
joy to shippers.

FREE SEEDS can be obtained from  
your Congressman if you want them.  
However, after you have obtained them  
you will surely hesitate to go to the  
trouble to turn the soil to plant them.

COOPER your cars well and they will  
serve you better. In fact, they will scat-  
ter little of your grain along the way.

OHIO trade assos. have organized an  
Ohio Shippers Asso., for the purpose of  
dealing more effectively with the rail-  
roads of that state which seem disposed  
to ignore the rights of the shipper.

THE Illinois State Inspectors who go  
through the motions of inspecting grain  
at East St. Louis do not reseal the cars,  
and the yard clerk to whom the work is  
generally left is chronically forgetful.

THE TIME of the annual meeting of  
the Grain Dealers Natl. Assn., upon re-  
consideration by the Board of Directors,  
has been changed to June 22, 23 and 24.  
The vote was ten for June and four for  
October.

THIS journal does not solicit or want  
subscriptions from scoopers or other  
would-be grain shippers not having reg-  
ular facilities, on railroad, and will not  
knowingly accept advertising from re-  
ceivers seeking shipments from irregular  
shippers.

SOFT CORN and delayed shipments  
are already bringing grief to many ship-  
pers. Fortunately for some, roads have  
been so very bad of late that the farmers  
could not bring the stuff to market, hence  
they have been relieved of the necessity  
of handling it.

FAVORED shippers are becoming few-  
er and fewer, and those who pay the  
schedule rates are becoming more numer-  
ous. All this is due partly to the greed  
of the carriers and partly to the persist-  
ent agitation for the eliminaton of all  
discrimination.

A PITTSBURG company has secured  
a judgment for damages against the  
Pittsburg & Lake Erie Railroad because  
of its not supplying cars as needed. While  
the amount of judgment was not large  
still the duty of the carrier to supply cars  
to would-be shippers is emphatically set  
forth.

THE Valley Lard Oil Company of  
Cleveland continues to work the grain  
trade. The latest recipient of an offer of  
the wonderful bargain is W. O. Brackett  
& Co., of Sherman, Tex. Not only were  
they offered a half barrel and a barrel at  
a very low price, but almost unlimited  
time was also offered.

UNIFORM forms for confirming pur-  
chases by track buyers would facilitate  
the business and protect both parties to  
every transaction. Many of the forms  
now in use are as detrimental to the in-  
terests of the buyer as to the seller, and  
in case of a law-suit a very involved case  
would be presented.

INSURANCE in an individual under-  
writers company may be all right, but

there is nothing to be gained in experi-  
menting with such a scheme when fire  
insurance can be obtained at cost from  
any of the reliable mutual companies  
which make a specialty of insuring grain  
elevators and contents.

NEW ELEVATORS should not be  
erected until the man who pays the bill  
is satisfied that the house is strong  
enough to withstand all strains to which  
it will be subjected; that its equipment  
is up-to-date; that its plans call for all  
the needed lumber and no more; that  
its arrangement will facilitate its eco-  
nomical operation without any material  
increase in the fire hazard.

RECENT reports from Kansas, Ne-  
braska and Minnesota indicate that farm-  
ers' elevator companies are failing or be-  
coming financially involved much more  
rapidly than new ones are being organ-  
ized. The grain business is a business  
which can not be successfully conducted  
by a \$30-a-month man without any pre-  
vious experience or training. Then, too,  
selfishness, suspicion and dishonesty have  
contributed their share to the failures.

SHIPPERS who persist in loading  
cars to the roof must await their unload-  
ing for inspection. Inasmuch as this is  
frequently a long time after the car's ar-  
rival at the terminal market, the grain  
has ample time to deteriorate. Where  
cars are filled so full of grain the in-  
spectors find it impossible to make a sat-  
isfactory inspection of contents. Hence  
they grade cars subject to revision at un-  
loading, and the shipper must guarantee  
the grade for an indefinite time.

UNTIL seal numbers are recorded on  
billing at loading point, the recording of  
the seal numbers on car when it arrives  
at destination will avail nothing. When  
the record of seals is complete and con-  
clusive that car has not been opened be-  
tween shipping and destination points,  
shipper will know that he has suffered no  
loss by stealing from car in transit.

A BILL has been introduced in the  
United States Senate by Senator Elkins  
which provides that when receipts or bills  
of lading are issued for property designed  
for interstate shipment and consigned to  
any party, the property shall not be de-  
livered by the delivering carrier without  
the surrender to it of the receipt or bill  
of lading properly endorsed. But partial  
delivery of the property may be made  
upon production of receipt to carrier and  
endorsement made thereon. A fine of  
\$1,000. or imprisonment not exceeding one  
year, is provided where a carrier delivers  
property consigned to the order of a spe-  
cified party without presentation of bill  
of lading. The enactment and enforce-  
ment of the proposed law would protect  
shippers from being imposed upon as



were White Bros., whose experience was told in Asked and Answered column of the last number of the Journal. Carriers, however, should be liable for all property entrusted to them without specific statutory enactment.

INFERIOR seed corn must result in a deficient crop if ANY corn is produced. Much of the seed gathered last fall was so immature that it is absolutely unfit for seed. Dealers should warn their farmer patrons against using such corn for seed, and if possible direct them to a supply of good seed. Seed corn bought on the ear can be judged more correctly than when shelled. The size and form of each ear has much to do with the succeeding crop. It is early enough now so that seed corn can be subjected to the growing test. It is much better to delay planting even a month and to be sure of having good seed than to find it necessary late in the season to replant once or twice, and then have frost catch another crop before it has matured.

#### REDUCING THE FIRE HAZARD.

In our Nebraska column this number are recorded two recent elevator fires which did not result in the complete destruction of the elevators. Frequent experiences of this character during recent months have served to prove groundless the old-time claim of the stock fire insurance companies that every elevator which catches fire is a total loss.

The conditions are always so favorable for the burning of a country elevator that the percentage of fires extinguished in them is smaller than in many other risks. Many of the country elevators are so far from the business section of town that the fires are not often discovered until they have a good start, and frequently the elevator is outside the fire fighting limits.

The advance of insurance rates and the difficulty in obtaining cars as needed are encouraging the builders of country elevators to give more and more attention to the fire hazards and the provision of apparatus for extinguishing fires in their incipency. The majority of terminal elevators now under construction are fire-proof and in most markets it would be folly to construct an elevator of any other character, for it is next to impossible to secure the needed insurance on the old-time, out-of-date wooden elevators, even at the extravagant rates charged.

The disappearance of the wooden elevator at terminals will be followed also by the disappearance of the wooden tinder box at country stations, in which every regulation ever made by a careful fire inspector is willfully ignored. The fire-proof elevator is the cheapest for any man who expects to remain in the business ten years.

#### INDIVIDUAL RULES CANNOT GOVERN CONTRACTS.

The practice of printing rules on one's letter head for governing business transactions would be much more effective if instead of stating, "When we make an offer by wire, we expect a reply by wire declining or accepting, as the case may be. No reply will be considered an acceptance." Have it read, "National Assn. rules shall govern in all transactions."

It is right to have rules governing points of this character in every business, but uniform rules should govern, and if any reference is made to these rules, it should designate that the Association Trade Rules shall govern. It is not fair nor reasonable that one party to a business transaction should conceitedly seek to force his own rules upon the other. Unless in consummating the contract the other also agrees to these rules they can not govern. If the National Association rules were revised to meet the views of the majority and then all specified in their contracts that such trade rules should govern, it would be effective. In fact the force of the rules would not be questioned.

#### IMPROVEMENT IN ST. LOUIS WEIGHING FACILITIES.

The Advisory Committee of the National Association, which visited St. Louis six weeks ago and investigated the weighing facilities of that city, has issued a report, showing that the Merchants Exchange of St. Louis has effected important reforms in the way of establishing a supervision of weights in that city during the last year.

The committee insists that the only practical way old-time abuses can be overcome is by public supervision of weights, and it recommends that every shipper give the department its hearty support, for by securing Merchants Exchange supervision and weighing of his grain, he is quite certain to receive correct weights. The Merchants Exchange department reports the condition of all cars weighed on the back of the certificate of weight. By securing a certificate of weight on grain sent to the St. Louis market, shippers will be able to determine their condition upon arrival.

In addition to securing the establishment of deputies at many different elevators, mills, breweries and malt houses, the Merchants Exchange Weighing Department has employed a number of watchmen who have been invested with police authority to patrol the railway yards. The service is one which should be performed by the railroad companies, and would be if shippers held them liable for all grain loaded into cars, but inasmuch as it seems impossible now to force the railroad companies to provide this protection, the watchman's fee of 25 cents a car is a profitable investment.

IOWA grain dealers, who have been accustomed to ship grain in large quantities for many years past, are standing their enforced idleness much better than was expected. In spite of the fact that the state has not had a good crop for three years, few elevators are offered for sale and none of the grain dealers have become calamity barkers. Their faith in the ability of the state to produce many more large crops is only exceeded by their confidence that the crop of 1904 will be large. The nerve of the Iowa dealers throughout the long period of business suspension is truly wonderful. They are not disheartened. They ignore the existing conditions and find pleasure in the gratifying prospects of the coming crop.

SINCE the publication of the last number of the Journal we submitted the complaint of B. M. R., who found it impossible to ship grain to certain markets, he desired it to reach, to the Interstate Commerce Commission and received an assurance from Commissioner Fifer that if any shipper who has been refused cars for shipments to certain points under the conditions stipulated by B. M. R. will make complaint to the Commission, giving the facts in the case, it will immediately take up the matter with the railroads involved. Shippers have the right to send their grain to any market they desire regardless of the whims of the railroad company, and they will secure their rights very easily if they will but insist upon having them.

PITTSBURG wholesalers and retailers have adopted a policy of reciprocity, which although it will confine each class of dealers to its own particular sphere of business, neither will lose anything by the change. Heretofore the retailers have been soliciting shipments from the country and wholesalers have been selling grain direct to large consumers right over the heads of the retailers. The grain will not cost the consumer any more, but it will be necessary for him to go to the retailer for it. Country shippers who have persistently refused to sell grain to the retailers will be gratified by this establishment of reciprocal trade relations by the grain wholesalers and retailers, as they will no longer be tempted to sell to the retailer by the thought that neighboring shippers and scoopers will supply the retailers if they do not.

The New York Board of Trade and Transportation has recently adopted resolutions: That the corporation receiving freight for transportation to a place on the line of a connecting road should be made liable in the first instance to the shipper for any loss, without requiring the shipper to prove on which connecting road the loss occurred, and we heartily endorse Assembly bill No. 662, introduced by Mr. Sheldon, and respectfully urge its passage by the Legislature.



## Asked— Answered

### HAS ANY ONE BEEN PAID FOR HOT CORN?

Grain Dealers Journal: We would like to know if any one has been paid for hot corn that he lost a year ago this spring; and, if so, who paid him.—Charles T. Pierce & Bro., Defiance, O.

### IS THE OUT-INSPECTION MORE LIBERAL THAN IN-INSPECTION?

Grain Dealers Journal: Why is it that so much grain inspects "no grade," when it arrives at Minneapolis from country stations, and afterwards reappears as one of the standard grades? Is it furnished up and mixed with enough grain of better quality to account for the difference, or does political inspection play a part in the proceedings? I am not "knocking," but merely ask for the sake of information. Will some Minneapolis man please answer?—S. E. Kerr.

### BUYER REFUSED SHIPMENT BUT UNLOADED CAR?

Grain Dealers Journal: We sold on Dec. 6 car of No. 1 timothy hay at \$8 per ton f. o. b. Belmond, to be shipped to Farmington, Ill. Shipment was made Dec. 24 and car arrived Dec. 31 and was unloaded.

On Jan. 10 we received a letter stating that the hay was not No. 1 and was there subject to our order. We wired the railroad agent at Farmington to forward the hay, but as the hay had been unloaded it could not go forward, as the buyers then had the hay down in a coal mine.

The buyers later made a statement that they had sold the hay and inclosed draft for \$122, which we returned and stated that the amount due us was \$142. What is the proper course to pursue?—J. N. Johnson & Co., Belmond, Ia.

Ans.: If hay was not No. 1 buyer should have notified shipper promptly instead of several days after he had unloaded and thereby accepted the car and made himself liable for the full value. Call for arbitration or bring suit for the amount due with interest.

### RAILROAD LIABLE FOR CHANGING BILLING.

Grain Dealers Journal: In reply to R. S., who suffered loss by the railroad agent changing the billing of a car of grain, as stated in the Journal of Feb. 25, page 202, we would say we had the same thing happen to us once. We recovered the loss by change in billing by claim.

The agent has no right to change billing or route without first notifying the shipper. We would first make claim against the railroad company, and if refused get legal advice.—Charles T. Pierce & Bro., Defiance, O.

Grain Dealers Journal: In reply to R. S. I would say that if the demurrage and extra freight to which he refers were caused wholly by the change of billing, he can undoubtedly secure a refund by filing a claim with the road over which his shipment was started. It will expedite settlement to have the claim

sent in by the station agent at his place, with the endorsement of the latter and a simple statement of the circumstances. The railroad company will then take the matter up and secure an equitable adjustment of the matter. I presume the charges were collected by another line, but the claim should be made through the road on which R. S. is located.—J. C. B.

### DOES KILN DRYING INJURE GRAIN.

Grain Dealers Journal: Will some one be kind enough to inform me, through the columns of the Journal, how the product of kiln-dried wheat or other grain compares with that of the same natural grade which does not have to be subjected to such treatment? Is there enough difference to warrant any large discount in price, and about how much?

Grain that has been dried by artificial means seems to be badly discriminated against, and I do not understand just why this should be, unless germination forms a part of the object for which it is bought, and that opens up another question. Need the latter necessarily be rendered impracticable by kiln drying?—Mixer.

### REFUSAL TO SUPPLY CARS.

Grain Dealers Journal: In reply to an inquiry by the Ogden Grain Co., I would say that in my opinion they would have a good case against the railroad company for damage to their grain, if resulting from its non-shipment while there were cars standing on track—that had been there several days—which they were not permitted to load.

It would have been better, however, had they written to the division superintendent calling his attention to the matter, for some subordinate official was evidently at fault. I have had a number of experiences of a similar nature, where my firm was requested to take the matter up in behalf of shippers, and on laying the facts before the proper person at division headquarters, a peremptory order has been sent to the station where the difficulty arose, giving instructions to set the cars in for loading immediately. Do not pass over such matters as this, but take them at once to some official having authority.—G. H. D.

### SAMPLING AT TERMINALS.

Grain Dealers Journal: Is there any advantage in having cars sampled at terminal markets by officials in the employ of the local grain exchanges, or are better results obtainable by leaving this wholly to the receiving houses? There has been considerable discussion of the subject in various quarters, without any definite conclusion having been arrived at, so far as I am aware. What has been the general experience? So far as Chicago is concerned, the writer has no favorable opinion of the methods pursued there and would not like to see them instituted elsewhere; but he feels equally dissatisfied with the system in vogue at competing markets where samples are taken by track men in the employ of the receivers. The trouble is that the latter simply put a ladder up the side of a car, stand on one of its upper rungs and run the plunger down in a couple of places within easy reach, which of course does not give anything like an average sample. Many of these samplers are mere boys and practically irresponsible. Are the official samplers any better?—P. E. S.

## Observations.

By Traveler.

When difficulty is found in tracing a shipment, information of its whereabouts can be obtained by addressing the Car Accountant of the initial line. It is well to inclose a return postal filled out with the number and initials of the car, the shipping station and date B/L was issued, merely leaving it to be sent to you by the official mentioned with a notation of his record. His answer will be brief, reading something like this: "Passed Mason City, Ia., 2/29," or "To C. & N. W. at Cinton, 2/29." With this information the local railroad agent can very easily follow up the matter by wire and locate the missing car. As heretofore explained in the Journal, a tracer operates to expedite shipments, and it is very desirable to adopt the most effective method of sending one. The fact that every car accountant or car service agent is overwhelmed with work renders it necessary to give him as little trouble as possible in answering inquiries.

\* \* \* \* \*

If, for any reason, you are compelled to load more than one quality of the same kind of grain in a car, without mixing, specific mention of the fact should be made to your commission merchant or other consignee; so that it may be taken into account by the sampler. It is also a good plan to forward a fair-sized sample of each variety, with a statement as to its exact location in the car. Otherwise a load which runs unevenly will be sure to net you less than it should, for one of three reasons: (1) If it has been consigned and sold on track by means of a sample which is poorer than the average of the load, the buyer will say nothing when he discovers the better quality of a portion of the car. (2) If sold "to arrive" on an average sample, the buyer will demand a discount when he finds that any part of the car is poorer than that sample. (3) If the sale sample is better than the average, the buyer "on spot" will call for an allowance and get it. The only way to avoid loss is to have a full understanding beforehand. These same facts also apply, of course, to sales by grade.

When the farmers of the western States get to raising rice they will doubtless improve on the methods now employed in the South. Down there the grain is all sacked. It is put into bags of about 200 pounds each, and two husky negroes are required to handle them. This is slow work and makes handling of crops expensive. They ought to have elevators and better shipping facilities, which would reduce the cost of handling and add much to the profits of the crop.—Secy. Wilson of the Department of Agriculture.

The color of a well-made macaroni-wheat flour, and of bread made from it, while dark, is very different from the dark color which comes from a low grade of flour. The color of the macaroni-wheat flour is bright and clear and, to some at least, is not objectionable. There is every reason to expect that when people become acquainted with it they will like it as well as colored butter, and its seems probable that a demand for a highly colored bread of this character might readily be established, since it is a most excellent bread in many other respects.—Geo. L. Teller in the Bakers Helper.



## Letters From Dealers

### SYMPATHY WITH THE DEALERS.

Grain Dealers Journal: Yes, I have sold out my business and am going to Indianapolis, Ind., where we are already established in the wholesale and retail coal business, which we intend to enlarge by establishing more yards, etc.

I leave the grain business and the short weights, car service, miss-grades, grain bag nuisance, "kickey" farmers, stubborn competitors, dusty work, back drafts, declining markets, leaky cars, musty wheat, soft corn, etc., with many regrets. My sympathy is with all the grain dealers who do not know how to do anything else.

Hoping that they may live long and prosper and in the final ending receive that reward they could not receive on earth in the grain business, I am yours, J. N. Lambert, Lebanon, O.

### WISCONSIN WOE AND ITS RELIEF.

Grain Dealers Journal: In the Journal which I received last week there was an article written by Col. Rice in which appeared the following: "Any member of a state or sectional association is now protected against many of the dangers which formerly threatened to drive him out of business or compel him to operate at a loss, and each dealer should avail himself of this protection, when necessary, to the fullest possible extent."

I wish this might be read by some of the buyers in our state who are continually complaining about unfair competition and at the same time have given no support to the association which was recently organized to meet just such conditions as those that have made business at many stations unprofitable. Only the other day a shipper came into my office with a listen-to-my-tale-of-woe expression and related in all its harrowing details the story of how a "scooper" had commenced operations at his station and was shipping to a firm in this city that is said to encourage that kind of business.

It wasn't clear to me how I could help him, and I said so; but I asked, Have you joined the association?

"No," he replied; "Do you think it would do any good?"

"Of course it would," I said. Then I steered him over to Secretary Spoerri's office, and he left town a member of the association in good standing. No complaint has since come to me of any further trouble, and I presume the matter was properly attended to. If it hasn't, it will be.

What strikes me as queer is this: Why don't shippers at interior points see for themselves, without any hunch from their commission merchant, the advantage of belonging to a state association? Wisconsin has been invested with "scoopers" from time immemorial and there are a good many of them still plying their trade, if you can call it such. Iowa is practically rid of them, thanks to the energetic action of Secretary Wells. Why cannot Wisconsin be just as well off? There is no earthly reason "why" if dealers throughout the state will do their part in

the work. Many of them say that present conditions at their stations are satisfactory; but what guaranty have they that these will continue so? The Egyptians were perfectly content before the plagues struck them.—W. B., Milwaukee.

### FROM THE OTHER SIDE.

Grain Dealers Journal: I notice that in the last issue of the Journal some one with the initials "M. McM." casts reflections on the intelligence and enterprise of those who refuse to serve as officers of grain dealers associations. No doubt he is right in many respects; but is there nothing to say on the other side? You can just bet there is! I haven't time or ability to write a long article on the subject. I only want to say that if there is anything on earth that's discouraging it is to take a position as an officer of an association and then have the members lay back on their haunches and let you do all the work, meanwhile being free with their criticisms. Then suppose some difficulty comes up. Sam Jones has been a-hollering at the convention for arbitration, but he has a dispute with Jim Peterson, and Jim wants to have it settled by a committee, and Sam—well Sam has "nothing to arbitrate." I know of one association where they had to fire a lot of members for just that very thing, and what a pleasant time it was for the officers! Probably they enjoyed it—I don't think! If the members of the associations want first-class men to serve as officers and on the committees they had better stop the wrangling that lot of them indulge in and just all pitch in and work for the good of the organization. I'm not calling any names; but some people know whom I mean. No offense to McM. intended. I just wanted to say something on the other side.—F. J. M.

### HIS DUTY IN INDIANA.

Grain Dealers Journal: Apropos of the contention of the railroad companies that there is no general demand from the people of Indiana for the creation of a state commission with power to regulate rates, I desire to quote from an argument made last year before the Legislature of another state where a bill embodying legislation identical with that proposed by our Grain Dealers Association was under consideration.

"It is true that the subject has not been made an issue in a political campaign in the state, nor have the citizens of the state who are advocating the legislation the advantage of having agents located in nearly all the towns of the state and paid attorneys in the principal ones, who can be called into service to summon delegations to pour into the Capital in hordes to use their persuasive powers upon the members of the Legislature, or menace them with future defeat of their political aspirations; nor is it in their power to provide such delegations with free transportation to and from the Capital and reimburse them the expense of their sojourn there. The individual producer or consumer, upon whom the burden of the freight charge actually falls—in the diminution of the price obtained for his products or in the increased cost of his supplies, has little, if any, means of knowing whether or not the charge is reasonable. Hence he is not likely to appear before you to plead his cause or to employ an attorney or legislative agent to

do so. But is the duty of the legislator fulfilled when he has aided in the enactment of such measures as are specially demanded; or is it incumbent upon him to study into the conditions and exercise a watchful care over the interests of the people of the state, of whatever class, and initiate such measures as seem to be needful for the public good? This question every legislator will answer, of course, to his own conscience."

The time to urge these considerations upon legislators is *before* they are elected, and I call attention to the point of duty made in the above quotation, knowing that through the columns of your journal I can reach the majority of the dealers in our state.—Shipper.

### REGULARS WHO ARE SCOOPERS.

Grain Dealers Journal: Some time ago the Journal contained an account of serious disturbance in the market at a South Dakota station arising from the shipment of grain from the farm owned in that vicinity by a firm of regular dealers located in central Iowa. If I remember the circumstances correctly, there were one or two loads of barley which struck an advancing market and brought an excellent price; whereupon the man who was running the farm from which it came spread far and near the report that the grain dealers at his station were buying on an enormous margin, backing his assertion by quotations which they had made to him some weeks earlier, based on market conditions at that time. Of course his story was given eager credence by the other down-trodden producers of that locality, and no end of trouble resulted. I don't suppose it has died away yet.

Now I am led to recall this case on account of the fact that two instances of a similar nature have recently been brought to my attention—both of which, strange to say, involve stations in South Dakota. Dealers in other states owning Dakota lands have had their grain shipped to terminal markets, the loading being done from wagons, and in both cases it has caused a disturbance in the local markets. Now, this calls to my mind the question: "Is it right for regular shippers in one section to cause trouble for other regular dealers in another section for any cause that can possibly be avoided?"

Of course, the Iowa dealer feels that it is best for him to handle his own grain, no matter where it may be, and one cannot blame him for wishing to send it where the highest price, in his judgment, can be realized for it. On the other hand, if he loads on track at the station nearest to his farm, it is very likely to start the local farmers to doing the same thing, particularly if the one in charge of his farm knows what price he obtains in the terminal market and the latter turns out to be favorable.

Would it not be possible to effect an arrangement whereby the grain can be shipped through one of the local elevators on the basis of a reasonable loading fee? The latter will be more than compensated for by the proper mixing of the grain, and the business of the local dealer will not be injured. Should this be done it would be advisable, also, not to report the price obtained to the one managing the farm, or, if it is necessary to do so for any reason, to impress upon him the necessity of keeping it to himself.

Owing to the fact that so many grain dealers of the Mississippi Valley have in-



vested largely in lands lying farther to the north and west, this has become a serious question and will probably come up before some of the state associations, if it has not already done so. What is the proper solution?—T. D., Sioux City, Iowa.

## DISPOSITION OF NEW CORN.

Grain Dealers Journal: I desire to call the attention of those who are holding new corn to the fact that advantage should be taken of favorable market conditions during the early spring months to reduce their stocks as far as possible, for with the arrival of even moderately warm weather corn from the present crop will be very difficult to handle. It contains, as every one knows, an abnormal percentage of moisture, and will be very likely to arrive at terminal markets in a heating condition, causing damage and material loss.

Long delays of shipments in transit will probably continue well into the summer, as a result of the crippled condition of every railroad in respect to motive power. This year has been very hard on the operating departments. Engines have been worked unceasingly and one after another has given out. Only the other day an official told me that during one brief spell of extremely stormy weather nearly fifty of the locomotives of his road had been "killed" or put out of service. It will be seen, therefore, that the lack of proper equipment is certain to result in keeping shipments on the road for long periods of time, even after the "rush" of traffic abates somewhat. What the effect will be upon damp and heating grain can be readily imagined.

I am not unselfish in urging these considerations upon the readers of the Journal; for the trials incident to a receiver's business will be greatly increased when damaged grain begins to come in freely, as experience teaches that it will later on. Commission merchants will be expected to devise some means by which it can be disposed of without loss to the shipper, if not at a profit, and, not being magicians, they will be compelled to endure unceasing complaints. Help both yourself and the sorely-tried receiver by shipping now.—R. M.

## Shippers Right to Route Grain.

In "Asked and Answered" last number an Indiana shipper asked how to recover \$51.50 collected by reason of station agent's willfully ignoring his instructions as to routing. Whenever the Interstate Commerce Commission has been called upon to pass upon this point it has decided in favor of the shipper. In two cases, known as the Orange Routing Cases, brought against the Southern Pacific and A. T. & S. F. systems, the Commission decided for the shippers. We take the following extracts from the decision which clearly shows its view of the rights of the shippers:

Under the practice of defendants as initial carriers in joint continuous routes of reserving to themselves exclusive control of the routing and denying to shippers any choice for control in a selection as between different established routes, a route or tariff may be available to one shipper, but not to another, and open one minute to a shipper but closed the next; this is to be determined by the carriers' agents according as they may desire to distribute the shipper's business among one another from time to time or for any rea-

son whatsoever. This practice of defendants, whereby shippers are denied the use of their transportation facilities by established routes, is in violation of the statute, and, in its application by the defendants to the traffic in question, subjects the owners and shippers thereof to undue, unjust and unreasonable prejudice and disadvantage, and gives to the carriers undue and unreasonable preference and advantage.

The very essence of the continuous joint line authorized by law is its availability to shippers for through transportation. The law provides for no such thing as an additional route; neither can there be conditional rules constructed upon a condition such as is attempted to be enforced in these cases without promoting the very thing which the law was intended to prevent—undue and unreasonable discrimination.

The use of the shipper's property in this manner and to this end is as if it were seized upon, marshaled, and maneuvered by the initial carriers for distribution among connections for their

to enforce the order was brot by the Commission in U. S. circuit court.

## Ruins of Baltimore Chamber of Commerce.

Reproduced herewith is a photograph giving a view of the ruins of the Chamber of Commerce building at Baltimore, Md., after the conflagration of Feb. 8. The crumbling of the granite trimming gives evidence of the fierce heat to which the walls were subjected.

That the walls remain standing in such apparently good condition is due probably to the fact that the building was in the center of the fire zone, and several blocks from any point that could be reached by any human agency, so that not



Ruins of Baltimore Chamber of Commerce, Burned Feb. 8, 1904.

own advantage and to satisfy such connections, and thereby hold up rates by unlawful methods regardless of the rights of the owners of the property handled and used for these purposes. The carrier is a bailee of the property which is in its custody for the purpose of transportation only, and it can not lawfully wrest from the owner that general control and direction of the same which is deemed by him needful for the prudent protection of his own property and interests and not inconsistent with the due performance of the service undertaken by the carrier.

The carriers refused to obey the order of the Commission and thereupon a suit

a drop of water was thrown upon the structure. Other buildings in the neighborhood succumbed to the furnace-like heat and their walls were leveled with the ground.

Rebuilding of the Chamber is soon to commence. The delay in beginning work up to the present time has been caused by the insurance adjusters, who are very much overworked. In the meantime the members of the Chamber are transacting their business with temporary headquarters in the Masonic Temple.



## Grain Carriers

Ocean freight rates are demoralized.

The Lake Erie & Detroit River Railway has become a part of the Pere Marquette system.

A meeting of executive officers of western railroads has been called for March 10 to adjust grain rates.

Surveys are being made for the extension of the Midland Valley road 175 miles from Tulsa, I. T., to Wichita, Kan.

A Galveston terminal has been secured by the Kansas City Southern Railroad by the purchase of the Gulf & Interior road.

A branch of the Chicago & Northwestern has been graded from the Chicago & Alton at Girard, Ill., to Gillespie, 24 miles.

A railroad is not liable for injuries sustained by a passenger riding on a free pass, says the United States Supreme Court.

A blockade of 3,000 freight cars was reported recently on the Wabash tracks waiting for the ice to go out of the Detroit River.

The Chicago Great Western Ry. cut the rate from Missouri River points to Chicago, effective Mar. 4, to 2 cents on wheat and 3 cents on corn.

The Eastern Car Service Assn. has been formed at St. Louis to include the local assns. between New York and Denver.

The New York lines met the cut of the Philadelphia lines March 4 by a reduction of  $\frac{1}{4}$  cent per bu. from Buffalo for export.

A new line thru a splendid wheat country has just been opened by the M., K. & T. Ry. The line extends from Oklahoma City to Parsons, Kan., and Wybark, I. T., and the towns along the line number 21.

The Great Lakes & St. Lawrence Navigation Co., controlling many new boats engaged in the grain traffic, will remove its offices from Quebec to Montreal, on account of the lack of steamship service from Quebec to Europe.

The Rock Island road is revising its mailing list, and those who wish to have copies of grain tariffs sent to them regularly by the freight department of that road should address F. J. Shubert, G. F. A., Chicago, who will see that they are supplied.—I.

A cut of 4 mills in ex-lake grain rates was announced Mar. 3 by the Pennsylvania Railroad, effective Mar. 9. The export rates from Buffalo to Philadelphia now are 1.4 cents on wheat and flaxseed, 1.15 cents on corn and rye, 0.9 on barley and 0.4 cents on oats.

In the complaint of John H. Parks, grain dealer of New Holland, O., against the Cincinnati & Muskingum Valley Railroad, the Interstate Commerce Commission has decided against Parks, holding that the road was justified in refusing cars while supplying cars to a competi-

tor, because Parks desired to ship to eastern points against which there was an embargo, while the competitor was shipping to points on the local line.

An investigation into the excessive switching charges at St. Louis is being conducted by the Interstate Commerce Commission, which has required the Illinois Central, Louisville & Nashville, Mobile & Ohio, and Southern Railroad Companies to file, on or before Mar. 15, full and specific answers to the charges.

Executive officers of eastern roads have chosen Oscar G. Murray, pres. of the Baltimore & Ohio, as chairman of a committee to harmonize the differences between the northern and southern seaboard lines regarding the differential, and to agree with the southwestern lines on a fixed schedule between the eastern and the gulf roads.

The differential controversy was discussed recently by Judge Prouty of the Interstate Commerce Commission and a representative of the New York commercial organizations with a view to arbitration, but no action was taken. The commission will make an investigation on request, but will make no order on the railroads except on complaint.

Severe weather hurts railroads and shipments. Railroads have suffered greatly this winter. Their motive power has been crippled and their freight trains are small. Side-tracks on main lines are full of loaded cars. Shipments from Chicago and Toledo of coarse grains would be larger if cars could be secured. Mild weather would help some.—C. A. King & Co.



The Nebraska Grain Dealers' Excursion Captured the Pit of the Kansas City Board of Trade.



Cold weather has filled Lake Michigan from shore to shore with heavy ice. The car ferries running out of Manitowoc and Milwaukee were fast in the ice for days at a time. Ferry No. 15 was caught in ice 30 ft. deep, and remained in the same position for 6 days, unable to cut a way out even by the use of dynamite. Ferry No. 18, which went to the rescue, also became fast. After 3 days Ferry No. 17 succeeded in releasing the two. In the meantime over 2,000 cars accumulated at Milwaukee, forming one of the worst blockades in years.

For years the railroads have been discriminating more and more against Chicago without effective protest from merchants and manufacturers, who have been more eager to get a cut rate for their individual advantage than to obtain justice for fellow merchants. Since the enforcement of the Interstate Commerce act the merchants have been unable to obtain these favors and have come to realize their mutual interests, resulting in the recent organization of the Shippers League to secure the revision of such freight rates as discriminate against Chicago. The Board of Trade will co-operate with the League.

The Chicago & Northwestern made another 2-cent cut in rates March 8, effective March 12, from trans-Missouri territory to Chicago. The minimum in the Nebraska tariffs will be 11 cents on wheat and 9 cents on corn. The Northwestern will keep the rate to St. Louis 3 cents under the rate to Chicago. The Northwestern will make no settlement with the Great Western unless a lower tariff is made thru Peoria than thru Chicago. The Burlington and the Missouri Pacific also will protect St. Louis to the extent of 3 cents per 100 pounds under Chicago on grain from the interior of Kansas and Nebraska. The consequence is that the rate from Missouri River points to St. Louis will be, on wheat 1 cent and on corn nothing.

An official of the Northwestern says: The desire of our company is that rates on grain from points west of the Missouri River to Atlantic seaboard ports by way of Chicago should in the future be an established arbitrary above rates to the gulf, and rates to Chicago an established arbitrary above the rates to the Mississippi River, and rates to Peoria a certain differential below rates to Chicago. Although the Northwestern apparently has stood alone in this controversy, I am satisfied that our position is fair and correct, and have no doubt that the tariffs finally will be so adjusted. Our rates at the present are very low, but as profitable as the rates being made by other roads to the gulf ports, and certainly are as profitable as a rate of 9 cents per hundred pounds, or \$1.80 per ton on wheat from Kansas City to Minneapolis, by way of Chicago, a distance of over 900 miles, as provided for by tariffs issued by other roads. Our tariffs still allow grain from points in Nebraska to be shipped east through Council Bluffs and Omaha to be milled in transit or handled through elevators at those points at our direct rate.

Argentina's wheat zone is said to contain over 120,000,000 acres.

The storage of any article of food for a longer period than 60 days is to be forbidden under a bill introduced in the New York legislature. Will this include grain?

## Seeds

A grain merchant of San Francisco showed an order on 'Change last week for pearl barley "for seed."

The Beebe Grain Co., of Butte, Mont., reports heavy shipments of fancy seed oats to Atlantic terminals.

Weed seeds are a dear purchase at any price. The home supply is more than enough.—Whitney-Eckstein Seed Co.

in the bill, will be prohibited from sale. It further provides for uniform methods of grading, according to fixed standards of purity and vitality, the timothy, alsike and red clover seeds offered for sale in Canada.

Domestic demand for clover seed is always the largest in March. Holders seem disposed to supply it, as prices are about the top of the season, with low grades near prime price. Ship in surplus seed promptly, rather than wait for the April price. Weather has been severe, and there may be a fair trade next month, but holders generally become anxious to realize



Two Nebraska Grain Dealers Solved the Race Problem.

The Buckbee Seed Co., of Rockford, Ill., has compromised its claim against the insurance companies at \$72,450, a reduction of \$49,425.

Clover seed screenings, N. E. G., Rejected, and all poor stuff are bringing remarkable prices, and are selling so close to prime that it seems strange the eastern buyer will not pay the difference and take prime.—J. F. Zahm & Co.

The seed imports into the Philippine Islands during the 9 months prior to Oct. 1 were 1,410 pounds of timothy seed and flax seed and 223,011 pounds of other seeds; compared with 120 pounds of clover seed, 5,502 pounds of timothy seed and flaxseed and 238,041 pounds of other seeds during the corresponding months of 1902, as reported by the War Department.

Seed receipts at Toledo for the week ending March 5 were 2,645 bags; compared with 1,250 bags for the corresponding week of 1903. Receipts for the season have been 102,000 bags; compared with 85,000 bags for last season. Shipments for the week ending March 5 were 10,800 bags; compared with 6,400 bags for the corresponding week of last year. Shipments for the season have been 75,000 bags; compared with 74,000 bags for last season.

The Canadian seed inspection bill has passed its second reading. The bill as amended by the committee of the whole during the recent session of parliament, provides that seeds of cereals, grasses, clovers or forage plants which contain the seeds of certain noxious weeds named

in April, and allow the buyers to dictate the price. Year ago we had April weather in March. Railroads are giving poor service, and buyers should order seed early, as there will be more than the usual delay.—C. A. King & Co.

Seed receipts at Chicago during the week ending March 5 were 1,419,099 pounds of timothy seed, 250,389 pounds of clover seed, 679,115 pounds of other grass seed and 81,422 bus. of flaxseed; compared with 1,371,144 pounds of timothy seed, 209,700 pounds of clover seed, 438,510 pounds of other grass seed and 60,680 bus. of flaxseed during the corresponding week of 1903. Shipments for the week ending March 5 were 879,389 pounds of timothy seed, 295,685 pounds of clover seed, 1,683,990 pounds of other grass seed and 12,045 bus. of flaxseed; compared with 1,074,100 pounds of timothy seed, 441,800 pounds of clover seed, 258,129 pounds of other grass seed, and 9,211 bus. of flaxseed during the corresponding week of last year.

Malt increases greatly in diastatic power after being stored 4 months.

Cornstalks from Illinois are being made into paper by a Maine paper mill.

Frozen oats have caused Manitoba farmer heavy loss when used as seed. The Edmonton seed oats presented a fine appearance, weighing 40 pounds per bu., and gave no indication that the germ was dead. When cooked the ground meal from the frozen oats showed all the fine fibers of the germ as black streaks. Frozen oats can only be detected by the germination test.



## Meeting Grain Dealers Union.

The ninth annual meeting of the Grain Dealers Union of Southwest Iowa and Northwest Missouri was held in Red Oak, Ia., March 9th.

The meeting was presided over by Pres. Hunter, who spoke as follows:

### PRESIDENT'S ADDRESS.

It is not necessary for me to say that I am glad to welcome you. This is a rather small crowd for an association eight years old. We all know the reason for the small attendance, and know that it is not the fault of the association.

The conditions in a great part of our territory are different this year from what they generally are. This year most of our members are receivers instead of shippers, and at the beginning of the season those who had some grain to ship failed to recognize the rights of those who had nothing to ship, and all the benefit we were able to be to you people was to get these shippers to recognize your rights. The first thing they thought of was to go into your territory where you had nothing to ship and sell to the feeders and farmers. They thought that the place to get the most out of the corn was the place to sell it. As soon as we discovered that, we made it our object to try to persuade those people from doing that kind of business. We did our best, and we hope those interested recognize that fact.

During the last year the secretary and myself have taken it upon ourselves to go down into Missouri and seek to induce the Missourians to increase their membership. We had a little difficult work at first, but we have succeeded in getting 60 members in that territory, and we will have a meeting on the 29th of this month at Mexico, where we expect to get more new members. We have now a membership of over 150, and we expect to make that over 200 before this year is out.

Now you who are here are interested in asso. work or you would not be here. We have tried to keep up the enthusiasm, and while some may not think that they are getting so much benefit out of the asso. now, as they are having little difficulty, you will find that after we have had a good crop or two good crops and there is a great amount of grain to handle, then is the time you will need the asso. Those who handle the grain in the terminal markets will respect your rights and protect you. At first when we asked them to confine their business to regular dealers, they wanted to know who we were and what right we had to ask such a thing. We were then a small asso. with only 19 members, but it is different now, and our rights are respected by those to whom we ship in the terminal markets.

This is your meeting, for you to do what you can and to elect officers. I have served seven years, and as I told you last year, I think it is time somebody else took the office. I am ready to turn the position over to some one else at your discretion. We will now listen to the secretary's report.

The secretary read the following report and financial statement:

### SECRETARY STIBBEN'S REPORT.

Mr. President and Gentlemen: I am pleased to make you my eighth annual report, as you will remember shortly after we organized it was frequently predicted the Grain Dealers Union would be short lived, but on March 1st we had a total membership of 151 members. During the year we took in 27 new members, and have had 17 withdrawals, making a net gain in membership of nine. The withdrawals in nearly all cases have been on account of poor crops and light business. As we will hold a general meeting of this organization at Mexico, Mo., March 29th, we believe our membership will be materially increased.

Because of climatic conditions the past year, crops in your section have been very light, and while fairly good in some localities, have been complete failures in others. Some of you who have had grain to ship have not given your brother dealers the kind of treatment they were justly entitled to.

Since our last annual meeting I have attended three Secretaries' meetings, two at St. Louis and one at Memphis, Tenn. These meetings are held by the Advisory Committee of the National Association, made up of all the state secretaries affiliated with the National Association. These

meetings are for the purpose of investigating the weighing systems and condition of the railroad yards in the terminal markets. As you are already aware a systematic report of these investigations is made, you having lately received them. The system adopted by this Advisory Committee is the only feasible plan to correct abuses at terminal markets, therefore when you are called upon to lend your assistance, it should be forthcoming at once, as you are the people who are being benefited.

Grain associations should take part in politics, only when it is necessary to kill some legislation which would be detrimental to their interests, or to assist in securing the passage of laws of general benefit to the trade. A great many of you in the past when you have received letters in regard to bringing pressure to bear on certain legislative matters, have been very neglectful, and in many cases have ignored my communications. A letter has never been sent you in regard to matters of this kind unless it was to your interest to act, therefore if we expect to have prestige in matters of this kind it will be absolutely necessary for you to respond when called upon.

Dealers in the past two years have suffered severe losses on account of grain being delayed in transit, because of the congested condition of the various railroads. Claims for damage in transit for unusual delay are pigeon-holed or held up an unreasonable length of time, therefore pressure should be brought to bear upon the various transportation companies, insisting they at once adopt a system of handling claims, whereby every claim received will have reasonably prompt attention. The large shippers have fairly good success when they make claims for shortages or damage in transit, but the small shippers are grossly neglected by all railroads.

Having been a student of association work for the past eight years, I believe the time has come when the grain trade should demand a clean bill of lading, as this is the only remedy for short weights. A clean receipt is given by the railroads for all other kinds of goods transported, therefore I can see no logical reason why your grain should be an exception, as long as decrepit cars are furnished you for the purpose of loading.

Another reason railroads should give clean bills of lading is, on account of the rough handling a large number of grain cars receive, they are badly damaged in transit, but before delivery is made they are set on repair tracks and all evidence of leakage is covered up, hence they arrive at elevator or connecting line in apparent good condition, and all evidence of leaking is so thoroughly covered up, it is absolutely impossible for the country shipper to procure evidence that will justify him in making a claim.

Another reason why it is difficult to collect a claim for shortage is that no railroad company at the terminal markets will furnish a record of the seals. They have the record, but if furnished to you, they place in your hands facts that will enable you to furnish proper evidence that you suffered loss, consequently you will readily discern why this information is withheld.

In shipping grain to any market it is your duty to demand weight certificates and insist that all bad order reports be furnished you, as this is all the evidence you can procure in regard to the condition of the cars.

A great many shippers neglect to properly coop the cars they load, otherwise there would not be so many cars arrive at terminal markets with leaky grain doors. A little time spent at elevators in some of the markets would remind you that neglect on your part is responsible for a large amount of grain lost in transit.

Abuses in terminal markets are fast decreasing and continual improvement in weighing departments is going on, due to the efficiency of the heads of the different weighing bureaus and the support of the united grain trade. Markets that have had private weights are now falling in line and establishing public supervision and all of this has been brought about by association work.

The different Boards of Trade and Exchanges in the various markets have learned it is to their advantage, as well as to the country shippers, to throw all safeguards possible around the grain they handle, consequently they have taken every precaution possible to protect your property, therefore it is your duty to be careful in cooping cars and loading your

grain in order to bring about a perfect system.

Unless you give us your assistance in bringing pressure to bear against different abuses, you will materially weaken our influence as an organization. A short time ago I wrote a few of you in regard to using your influence against certain legislation, and I now ask you how many of you responded? Had this bill become a law, you are the people who would have suffered.

It is a good business proposition for you at all times to patronize receivers who protect your business, and you should in every instance withhold your patronage from people who are the known enemies of associations.

As there has been a local demand for all corn raised in this section the past year, it has caused more or less contention and ill-feeling and brought about dissatisfaction in some localities, a great deal of which could have been prevented had everyone been willing to be fair.

Some of you during the past year have never lost an opportunity to sell a car of corn to outside parties, to be unloaded at a station where we had a member, thereby depriving the regular dealer of all possible chance to make an honest dollar out of the grain shipped to his station, which he was entitled to handle.

Conditions could have been better for some of you, had you been willing to have considered the rights of your brother member, but selfishness and greed has stood in the way of justice.

The success of any organization depends on the honor of its members, and unless we are absolutely honest with our competitors, we will never be able to bring about harmonious conditions which are very essential, in order to have a profitable business.

Iowa will probably raise a good crop another year, and it would be well for you to place yourselves in position to work in harmony with your competitors if you desire a profitable business with normal conditions. During the past 23 years Iowa has never had but one crop failure that compared with the past year, and that was in 1894.

In conclusion, I desire to remind you that this organization will prosper according to the support you give it. You will agree with me your business has been benefited, the price of your elevators increased on account of the harmony that has existed among you in the past.

You may never have another year in the grain business so void of profit as the past one, therefore it would be well to place yourselves in position to handle the next crop in a business-like and profitable manner.

Mr. Hill: I move that Mr. Hunter be retained as Pres. during the coming year. I believe that just now is a critical time in the history of the assn., and I am something like Abe Lincoln in that I do not believe it good policy to swap horses while crossing a stream.

The motion was seconded and carried.

Pres. Hunter: Gentlemen, I thank you heartily for the confidence you have placed in my work, and I assure you that anything I can do for the association during the coming year will be cheerfully done. I have the assn. work at heart, I think, as much as any man in the room. I think if it had not been for the assn. I would have been out of business long ago. I was very near out when we organized.

F. M. Campbell, Randolph, Ia.: I nominate E. H. Van Schoiack of Elliott for Vice-Pres. The motion was carried.

J. R. Giles, Lenox: I nominate the present incumbent for Secretary of this association. The motion was carried.

Secy. Stibbens: I certainly appreciate the honor of being elected Secy. of this organization for the ninth time. If I have made any mistakes in my work for this assn. they have been mistakes of the head and not of the heart. I have worked at all times to further the interests of this assn. and tried to give every member exactly the same kind of treatment. I believe that if ever Iowa should have another short crop a great many of you would not do some of the things you have done this year.



F. M. Campbell: I think for a body of business men to accept bills of lading such as we have been accepting is simply boys' play. Some of us seem to think that we are under obligations to the railroads, probably because most of our elevators are situated on their land, but I believe that the law of the state of Iowa requires them to provide reasonable facilities. I believe this assn. should go on record in favor of a clean bill of lading and take it up with the other assns. with a view of

Co., Hunnewell, Mo.; Oakgrove Mill Co., Oakgrove, Mo.; Wilson Bros., Jonesboro, Mo.; Osborn Roller Mills, Osborn, Mo.; C. W. Hulshizer, Kingsville, Mo.; Acme Mfg. Co., Knob Knoster, Mo.; Ed. S. Harte, Knob Knoster, Mo.; Hensley & Sailor, Montgomery City, Mo.; J. D. McCutchin, Pilot Grove, Mo.; Porter & Delaney, Centreview, Mo.; L. S. Myers, New Franklin, Mo.; Bellamy & Co., Sweet Springs, Mo.; S. L. Rissler, Pleasant Grove, Mo.; Henry Wehrs, Emma, Mo.;

railroad agent weigh the grain into the cars we would be able to secure a clean bill of lading.

M. Gault, Creston: I have been in the grain business for 20 years and I do not think there was a time when the grain buyer had less chance to make money than today. You can't get a car to go thru a terminal market. There are charges for switching in and switching out. We have paid as much as \$13 a car at St. Louis for transferring.



Nebraska Grain Dealers in front of Administration Building, World's Fair, St. Louis.

obtaining legislation to that end. I would vote for such a resolution and if necessary spend \$100 or \$500 to bring about that end.

Secy. Stibbens: I would suggest a little different line of action. The proper way to do that would be to take it up quietly with the state assn. and have a bill introduced into the Iowa legislature which would give us the relief needed.

Pres. Hunter: We have not yet completed the election of officers. The Governing Board remains to be chosen. I would suggest that the present Iowa members of the board be retained and that in addition, in order to give Missouri representation, the names of the following Missouri members be added: Geo. R. Jones, Phelps City; J. H. Wayland, Salisbury; W. W. Pollock, Mexico.

J. R. Giles, Lenox: I move that the present members in Iowa on the Governing Board be re-elected and also the Missouri members suggested by the Pres.

The motion was seconded and carried. The Governing Board as elected consists of the following: F. M. Campbell, Randolph, Ia.; W. W. Albright, Lewis, Ia.; G. H. Currier, Prescott, Ia.; D. N. Dunlap, Fontanelle, Ia.; Geo. R. Jones, Phelps City, Mo.; J. H. Wayland, Salisbury, Mo., and W. W. Pollock, Mexico, Mo.

Secy. Stibbens read the names of the following applicants for membership: A. D. Swisher, Hastings, Ia.; H. Altringer & Co., La Due, Mo.; Hunnewell Merc.

J. B. Williams, Bates City, Mo.; F. H. Kueck, Concordia, Mo.; Morris Harter, Sedalia, Mo.; W. Y. Moore, Hartsburg, Mo.; J. O. W. Moles, Clarksburg, Mo.; Missouri Grain Co., Moberly, Mo.; G. C. Featherston, Callao, Mo.; H. W. Ragan & Co., Coin, Ia., and J. M. Scamman, Tarkio, Mo.

Mr. Hill: From these names it seems that Missouri is trying to show us. I move that the names as read be accepted. Carried.

Secy. Stibbens read the following statistics showing the number of bad order cars arriving in Kansas City out of a total of 5,415. There were 186 leaking at grain doors, 1,055 leaking at other places, 953 arrived with seals broken. Like reports from Chicago and St. Louis show a corresponding percentage of cars arriving out of order.

An informal discussion brought out the opinion that more care should be exercised in cooping cars, to prevent leaking in transit.

Pres. Hunter: I have stood at the window in my office and seen trains going by with a stream of grain running out along the track as far as I could see in either direction. The grain was strewn on the ground as thick as you would sow it in the field. This probably continued for a hundred miles, and when the cars arrived at destination of course there was a shortage. I believe if we would agree to put in good hopper scales and let the

The meeting developed into an informal discussion of local matters and adjourned sine die.

## CONVENTION NOTES.

Charlie Boynton passed cigars as usual. Secy. H. G. Miller of the Nebraska Assn. was in attendance.

Geo. H. Lyons of Omaha represented the Calumet & Western Elevator Co.

The short crop of last year was responsible for the light attendance, but the majority were optimistic as to the coming crop.

The St. Louis firms represented were P. P. Williams Grain Co., by Jos. Norton, and Brinson-Waggoner Grain Co., by T. A. Bryant.

The following country shippers were present: W. W. Albright, Lewis; G. H. Currier, Prescott; F. M. Campbell, Randolph; F. E. Cowden, Riverton; W. Dougherty, Hawthorne; C. R. Davis, Pacific Junction; W. H. Eaton, Emerson; R. J. Edmunds, Hawthorne; J. R. Giles, Lenox; Jno. Gilmore, Imogene; M. Gault, Creston; D. Hunter, Hamburg; W. M. Hewitt, Lenox; A. R. Hill, Clearfield; A. Hartman, Clearfield; M. Hennessy, Orient; C. H. Harris, Bartlett; P. Kilmartin, Malvern; E. C. Kayton, Strahan; J. A. Kyle, Shenandoah; Mr. McCormick, Stanton; A. D. Swisher, Hastings; J. G. Turner, Cumberland; E. H. Van Schoiack, Elliott; G. W. Wyant, Malvern; T. J. Young, Macedonia.



# Grain Trade News

## CANADA.

Winnipeg, Man.—T. H. Metcalfe & Co. have dissolved partnership.

Essex, Ont.—The warehouse of the Essex flax mill burned. Loss, \$10,000.

Sidney, Man.—The Canadian Eltr. Co. has bot the lumber yard of John McElrea.

Windsor, Ont.—The Canadian Oatmeal Mfg. Co., the trust, has absorbed the oatmeal mill of Orr Bros.

Guelph, Ont.—The plant of the Guelph Oatmeal Mills burned March 1. Loss about \$12,000; partially insured. The plant was operated by H. Murton.

Neudorf, Assa.—John A. Loeppky, who was grain buyer for the Winnipeg Eltr. Co. at Plum Coulee, Man., is now buying grain for the Imperial Eltr. Co.

Montreal, Que.—The following have recently been admitted to membership in the Montreal Corn Exchange: Wm. Carruthers, of Jas. Carruthers & Co., Ltd., and J. C. Bissailon, of Imrie & Co.

Montreal, Que.—A tax on bucket-shops, the minimum basis being \$500 and maximum, \$1,000, has been recommended to the city council by the Civic Legislation Committee and shud be enacted into law.

Keewatin, Ont.—The Lake of the Woods Milling Co. has been shipping wheat back from Fort William west on account of the poor service given by the railroads for shipments from the company's western eltrs. to the mill.

Winnipeg, Man.—Since the close of navigation about 5,000,000 bus. have been shipped out, so that roughly speaking there still remains 12,000,000 bus. in the country. Of this amount two-thirds will come within the milling grades.—Frank Fowler.

Winnipeg, Man.—Frank M. Beamish, grain trader and member of the Grain Exchange, died March 4. He suffered a stroke of paralysis in the morning of that day, but was not thot to be critically ill, the immediate cause of death being heart failure.

Kingston, Ont.—The Dominion Transportation Commission is holding sessions. At the Kingston meeting shippers spoke in favor of deepening the Welland Canal. It was shown that the St. Lawrence route is the cheapest for carrying grain from Fort William to the seaboard.

Toronto, Ont.—The Union Cereal Co., Ltd., incorporated, \$100,000 capital to manufacture and deal in oats and other grains and carry on a general eltr., milling and storage business. The directors are: W. A. Stronger, H. Green, J. B. Hallworth and E. P. Rodden, of Toronto, and W. A. Dowler, of Tilsonburg.

Winnipeg, Man.—The movement of wheat during February was very slow, the blockading of the railroads by snow being the main cause. The cars of grain inspected during February were 940; compared with 2,787 cars during February, 1903. The cars inspected were 865 cars of wheat, 62 cars of oats, 4 cars of barley, and 9 cars of flaxseed; compared with 2,501 cars of wheat, 205 cars of oats,

47 cars of barley and 30 cars of flaxseed for February last year.

Ft. William, Ont.—The Ogilvie Flour Mills Co., new steel eltr. for which it has let the contract to Macdonald Engineering Co., will have 500,000 bus. storage capacity. The train shed in front of the nest of circular steel bins will contain two tracks. Cleaners will be located in second story of train shed. The grain will be elevated to the hopper scales in cupola above storage part by two legs of 15,000 bus. elevating capacity. It will have 2 conveyor belts and 3 under bins. Two ship loading spouts are to be provided on the water side.

## CHICAGO.

Board of Trade memberships are selling for \$3,750.

F. J. Delaney has just returned from the Argentine, 21 lbs. lighter.

M. B. Crafts & Co. have admitted Sigel J. Crafts and Zina B. Crafts into partnership.

L. B. Wilson, formerly of Van Ness & Wilson, has gone to Texas with his daughter.

Richard Wagner is now with E. W. Wagner and will clear his trades thru that house.

Wm. M. Gillick will retire May 1 from Gillick & Simons, and go to Hermanas, N. M.

S. H. Greeley, formerly connected with Pringle & Browning, is now with W. H. Laidley & Co.

Wm. H. Long, formerly with Harris, Gates & Co., is now with Bartlett, Frazier & Carrington.

Frederick S. Martin, formerly with Chas. Counselman & Co., is now with Jackson Bros. & Co.

Henry King, formerly wheat trader for Harris, Gates & Co., has gone with Sickel, Roberts & Co.

Wm. P. McLaren, a former grain dealer with offices at Chicago and Milwaukee, died recently at Milwaukee, aged 69 years.

Robert J. Zorge, who failed to clear his trades on the Board of Trade March 2, has settled with 2 notes at 50 per cent each.

Jos. McDonald, who has been in the trade nearly 40 years, has posted his membership in the Board of Trade for transfer.

E. J. Noble, former chief grain inspector, has organized a commission firm and began business March 7 in the Rialto building.

I. N. Ash & Co. on Mar. 7 received a car of wheat containing 102,000 pounds of No. 2 red, which they had sold for \$1.06, making over \$1,800 for the car.

Jas. Kerby, the privilege trader, died March 7. Mr. Kerby has been connected with the Board of Trade for 39 years and was a gentleman of the old school.

J. F. Harris & Co. incorporated, \$250,000 capital, to do a general commission business in grain. Incorporators, J. F. Harris, S. C. Scotten and P. E. Cunningham.

The directors of the Board of Trade on Mar. 8 rescinded their denial of application for membership by a young man whose capital they had deemed insufficient.

C. E. Gifford, Sr., will retire from C. E. Gifford & Co. Mr. Gifford has been connected with the grain trade for 50 years and was at one time the leading grain merchant of Albany, N. Y.

Samuel H. McPherran, who has been connected with the Board of Trade for 25 years, died suddenly Feb. 29. He had been on the Board as late as the preceding Saturday, attending to business.

To waive the interest on money advanced beyond the value of the consignments is a violation of the commission rule, under a late decision of the violation of rules committee of the Board of Trade.

The J. Rosenbaum Grain Co. has appealed to the circuit court for an order restraining the county treas. from executing a threatened levy for personal property taxes which are alleged to be excessive and illegal.

Leo Trappis was held to the Juvenile Court Feb. 27 by Justice Callahan for stealing grain from cars in the B. & O. yards, So. Chicago. Frank Costello was also held to the Juvenile Court, by the same Justice for stealing grain from the Pennsylvania Ry. at So. Chicago.

The estate left by the late Chas. T. Nash is valued at \$150,000. The son, Wm. Nash, has been named executor. The widow is left, \$50,000, the grandchildren \$1,000 each, and the son, Wm. Nash, and the daughter, Mrs. Hollis M. Thurston, are to have the remainder of the estate divided evenly between them.

The petition to make No. 3 oats and corn deliverable on contract at a penalty has been referred by the directors back to the members without approval. The 100 additional signatures needed to obtain a reconsideration have been obtained and the question will come up for ballot next week.

Paul Szczieski was fined \$25 and costs March 3 by Justice Callahan for stealing wheat from cars on the B. & O. Ry. at So. Chicago. Frank Dobeski, arrested on the charge of receiving the stolen property, was fined \$20 and costs. They were arrested on complaint of Geo. Miller, mgr. of the Grain Shippers' Protective Assn.

W. F. Johnson, who has been a member of the Board of Trade for 30 years, celebrated the 70th anniversary of his birthday March 4, and was the recipient of a bunch of 70 American Beauty roses, the presentation speech being made by Pres. Jackson. After the presentation Mr. Johnson entertained the committee and a few old friends at a luncheon.

Edw. A. Driver, who has been connected with the grain trade for 40 years, died at Santa Barbara, Calif., March 5, aged 63 years. Mr. Driver was junior member of Spear & Driver in the commission business which was discontinued several years ago, and since then Mr. Driver has been an active speculator. His death was a surprise to his friends, who had not supposed him to be in a serious condition.

The malt house of Geo. M. Bullen & Co. burned March 7 with contents, consisting of a large quantity of malt and barley; and the eltr. adjoining, which was used for storing malt and grain, was



also damaged. Loss, about \$100,000. The fire is thot to have been of incendiary origin, as it is the third in the plant in the last year, and started in the same place as a fire 7 weeks previous. The malt in the drums is carried to the kiln building by conveyors and as these were destroyed and the malt will have to be moved by hand, a question in consequential damage has been raised because the cost of handling has been increased.

## COLORADO

Pueblo, Colo.—Kingery & Thorne have succeeded Leslie & Thorne in the grain business.—I.

## ILLINOIS

Noble, Ill.—The plant of J. D. Nichols & Son burned recently.—I.

Bentley, Ill.—W. O. Davis, of Davis & Grove, died Feb. 28, aged 53 years.

Billett, Ill.—The Horner Eltr. & Mill Co., of Lawrenceville, will build an eltr.

Clifton, Ill.—R. F. Cummings and family have gone on a pleasure trip to the Bermudas.

Lawrenceville, Ill.—The Horner Eltr. & Mill Co. will build a 20,000-bu. addition to its plant.

Chesterville, Ill.—Henry Alexander has been retained as mgr. of the eltr. by L. O. Rodman.—

Mokena, Ill.—W. H. Beckstein has installed a gasoline engine in place of the steam engine.

Sciota, Ill.—E. E. Sapp has let the contract for the rebuilding of his eltr. on a larger scale.

Little York, Ill.—The Northwestern Eltr. & Grain Co., of Peoria, is replacing its old house with a 75,000-bu. eltr.

Greenview, Ill.—The Farmers' Eltr. Co. has bot the eltr. of D. H. Curry & Co., and possession was given March 1.

Buckley, Ill.—B. E. Morgan has installed improved machinery in the eltr. recently purchased by him from Siebern Bros.

Greenup, Ill.—M. M. James will enlarge his eltr. and install a new sheller and cleaner with a capacity of 500 bus. per hour.

East St. Louis, Ill.—A belt railway is to be built around East St. Louis by the recently incorporated East Side Ry. & Transfer Co.

Coles, Ill.—A. W. Treat, of Gays, has bot a tract of land at Coles and will build an eltr., which he intends to have ready for the fall business.

Ivesdale, Ill.—The Ivesdale Eltr. Co. incorporated, \$6,000 capital, to deal in grain and coal. Incorporators, N. C. Rupert, L. C. Schmidt, and Jas. Somers.

Ransom, Ill.—The Farmers' Eltr. Co. incorporated, \$12,000 capital, to deal in grain and feed. Incorporators, Thos. Sullivan, W. H. Conrad and John Kennedy.

Kempton, Ill.—T. C. Rickards will have charge of the eltr. which Shearer & Rickards recently purchased from Poreh & Adams. Possession is to be given April 1.

Belvidere, Ill., Feb. 29.—Our corn is very poor this season and now the frost is coming out of it we see how very poor a quality of corn we have.—Marshall Bros.

Deer Creek, Ill.—The Farmers Eltr. Co.'s books are said to have been taken to a Peoria Business college to be

straightened out, but the task was pronounced impossible.—L.

Campus, Ill.—The Campus Grain Co. incorporated, \$8,000 capital, to operate an eltr. and deal in farm machinery. Incorporators, Geo. Pritchard, Michael Kenna and Michael McGinnis.

Quincy, Ill.—The Christie-Ogden-Bragg Commission Co. incorporated, \$25,000 capital, to conduct a general commission business. Incorporators, J. O. Christie, Walter Ogden, and J. J. Bragg.

Irwin, Ill.—Ferris & Kern have succeeded Ferris & O'Connor, John E. O'Connor having sold his interest in the eltr. to J. C. Kern, of Chebanse. Mr. O'Connor will engage in other business.

Scotland, Ill.—On account of bad roads, and the soft condition of corn, eltrs. are at a standstill in part of this county. Corn is very soft since the frost has gone out of it, which will make it grade very poor.—The Gilbert-Maddock Co.

Springfield, Ill., March 1.—The general condition of wheat is unpromising. The plant entered winter under favorable conditions and development has been almost entirely suspended on account of the rigorous weather. Some fields are reported badly damaged, others winter killed. Where the plant has been covered with snow only conjecture is offered with regard to present conditions. While many favorable reports have been received, a considerable majority report adversely. Much damp, soft corn remains in the hands of farmers and opinion is freely expressed that considerable damage will ensue when the weather moderates. Cars are scarce for moving grain and in some instances it is spoiling in eltrs. A matter of much concern in many localities is vital seed for planting, as much of the grain was immature before garnering.—Section Director Burns.

## INDIANA

Foresman, Ind.—W. D. Foresman has gone to Winnipeg to live.

Montmorenci, Ind.—S. E. Taylor is remodeling his eltr.—S. B. S.

The legislative committee of the Indiana Grain Dealers Assn. will ask legislation for the regulation of demurrage.

Sharps sta., Muncie P. O., Ind.—The new eltr. for E. T. Sharp has been completed. It was built by N. A. Grabill and has a capacity of 15,000 bus.

Anderson, Ind.—By agreement made recently with the Eastern Indiana Grain Dealers Assn. the millers will no longer bid over market value for wheat.

Monon, Ind.—L. S. Josseland is contemplating trading his eltr. and mill at Monon for a farm of 120 acres in Illinois. The eltr. was operated during the past year by Babcock & Hopkins, of Rensselaer.

Arcadia, Ind.—Frank B. Mabbitt, of Cicero, has bot the site of the plant of the Arcadia Milling Co. and will build an eltr. to handle all kinds of grain, hay, coal, etc. The business of the Arcadia Milling Co. has been closed out and settled.—S. E.

Kitchel, Ind., Mar. 2.—Wheat about all out of the farmers' hands and none in the eltrs. Growing wheat looks poor. Corn being taken by feeders and none to ship. Farmers paying more than Cincinnati prices for corn.—W. C. Hart, secy-treas. Kitchell Eltr. Co.

## IOWA

Bentley sta., Ia.—The Iowa Eltr. Co. will build an eltr.

Adair, Ia.—W. C. Marsh, formerly at Nemaha, has bot the eltr. of Savage Bros.

Huxley, Ia.—O. M. Johnson has removed from Slater, where his other eltr. is located.—Fred Faulkner.

Wellman, Ia.—W. B. Darnell has a son; weight 10 pounds. Darnell lays it all to the automobile he bot.—F. F.

Larrabee, Ia.—E. L. Ballou, who has a large business here in lumber, coal and building materials, is also a regular grain dealer.—I.

Ware, Ia.—John C. Harrington was arrested here recently on a charge of embezzling \$1,300 belonging to the Wells-Hord Grain Co.

Wakonda, Ia.—The farmers have organized an eltr. company and will incorporate with \$10,000 capital. A 2,500-bu. eltr. will be built.

Osage, Ia.—B. E. Colby, agt. for the American Malting Co. for the past 10 or 11 years, has taken charge of its eltr. on his own account.—I.

Marshalltown, Ia.—W. H. Sloppy has a son; weight 12 pounds. The firm will shortly be changed to W. H. Sloppy & Son.—Fred Faulkner.

Des Moines, Ia.—House file No. 39, a bill for an act providing for the erection of grain warehouses and grain elevators on or near the right of way of railways, has been withdrawn.

Boone, Ia.—The eltr. and mill of the Eli H. Doud Milling Co. burned March 7. Loss, \$30,000; insurance, \$17,500. Mr. Doud will carry on the business at the old cereal mill.

The annual meeting of the Iowa Grain Dealers Assn. will probably be held during the month of May on the date of one of the state political conventions, in order to take advantage of the one fare round trip open rate that will be made at that time.

The coal dealers of Iowa and Nebraska have suffered so long from shortages in shipments that finally the Iowa and Nebraska Coal Dealers Assn. has appointed a committee to prepare a bill for introduction in the Iowa Legislature which shall provide for the installation of track scales at intervals of 50 miles, and weighing shipments of coal, in order to assist in tracing the cause of difference between mine weights and destination weights. The coal dealers, like the grain dealers, are becoming weary of bearing others' burdens. They want the responsibility fixed where it belongs.

## KANSAS

Huron, Kan.—Edgar Johnson, of Everest, has succeeded G. W. Potts.

Montrose, Kan.—Fred Mosher has opened the eltr. and is buying grain.

McPherson, Kan.—Colburn Bros. have commenced the erection of another eltr.

Humboldt, Kan.—Dickinson Bros. have bot the eltr. of W. J. Pickell and have taken possession.

Brainerd, Kan.—H. C. Thompson, the local grain dealer, has moved to Whitewater.—I.

Wellington, Kan.—The Wellington Mill & Eltr. Co. will build a 100,000-bu. steel storage eltr. this spring.

Edna, Kan., March 4.—Weather fine



and wheat growing nicely. Oat sowing nearly completed.—F. Wildgrube.

Seward, Kan.—Sturgeon & Co. have leased the eltr. of the J. P. Pattinson estate for a term of 3 years from March 1.

Plevna, Kan.—John Anderson has bot 5,000-bu. eltr. from the McSherry Grain Co. for \$2,600. Mr. Anderson may enlarge the building.

Grainfield, Kan., March 3.—The weather has been very mild all winter, with very little moisture. Wheat is O. K., however.—S. S. Reynolds.

Why has not Jimmy Butler, the promoter of the Farmers Co-operative Grain & Livestock Assn., made a report of its affairs for over a year to the stockholders?

Scottsville, Kan.—The Tidball-Marsh Co., of Lincoln, has succeeded H. F. Burke at Scottsville instead of at Ottawa, as was reported recently in this column.

Salina, Kan.—A fire was discovered in the eltr. of the Shellabarger Mill & Eltr. Co. recently but was put out by hand extinguishers before the fire department arrived. It originated from overheated machinery in the separator at the top of the eltr.

Topeka, Kan., March 1.—Month dry and cold in north and warm in south; unfavorable for wheat, which is in fair condition in south and central portions and less favorable in north; plowing and oat sowing progressing in south.—Government Report.

Agenda, Kan.—The Silver Grain Co., of Morganville, has let the contract to P. H. Pelkey for the erection of a 20,000-bu. eltr. at Agenda. It will be equipped with a 15-h. p. Lewis Gasoline Engine, 350-bu. Howe Hopper Scale, No. 1 Victor Shell-er, No. 2 Cornwall Cleaner and a 4-ton Howe Wagon Scale.

## KENTUCKY

Pembroke, Ky.—The eltr. of R. H. Lloyd burned recently, with about \$6,000 worth of wheat.

Louisville, Ky., March 1.—Almost continuous freezing with little snow protection has apparently seriously injured winter grain and grasses; prospect for wheat seems very poor, but condition is uncertain, as some correspondents think that root is good; farm work very backward.—Government Report.

## MARYLAND

Walkerville, Md.—The Glade Valley Milling Co. has bot for \$7,000 the grain business of the Walkerville Eltr. Co.

Baltimore, Md.—C. Bosley Littig & Co., commission merchants, have removed to a temporary location at 331 St. Paul-st.

Baltimore, Md.—The Hazlegrove Grain Brokerage Co. has been organized by W. M. Hazlegrove and J. Murdoch Dennis. Mr. Hazlegrove has had a long experience in the grain business, having been connected with Rosenbaum Bros., of Chicago, and the Cleveland Grain Co.

## BALTIMORE LETTER.

Among the visitors on the Chamber of Commerce during the past week were J. M. Schlithnes, Rotterdam; A. S. Baker, Indian Territory; A. M. Rose, New York; H. L. Lippencott, Philadelphia; J. O. Smith, Circleville, O.; T. N. Moorehead, New York; W. H. Small, Evansville, Ind.

The several standing committees recently elected by the board of directors of the Baltimore Chamber of Commerce, organized by electing the following chairmen: J. W. Snyder, Transportation and Law; Charles England, Commissions; Wm. R. Hammond, Margins; Joseph R. Foard, Harbor and River Improvement; A. F. Sidebotham, Maritime.

The members of the Chamber of Commerce are daily becoming more accustomed to their quarters in the Masonic Temple. The floor space is contracted, but all seem to enjoy the constant touching of elbows which cannot be avoided under present conditions, and feel very grateful that they are able to hold their meetings on the ground floor of the middle chamber of the Temple, instead of being under a tent.

The passage by the Maryland Legislature of two bills, introduced by the Washash Railroad, is largely the result of an aggressive effort in their behalf by the commercial interests of Baltimore. One of these bills authorizes the bridging of the Patapsco river to reach the tidewater terminals of that system, the other to allow condemnation for purposes of right of way, of land owned by the Chesapeake and Ohio Canal, but not actually used for canal purposes, however said right of way only to be on the side opposite the tow path. This canal is controlled by the Baltimore and Ohio Railroad thru the trustees of the bonds of 1844, and with that interest behind them, the trustees vigorously opposed the passage of the bills, it being practically a railroad fight. The passage of the bills will result in the early completion of the connection between Cherry Run and Cumberland, Md., also the running of trains to tidewater before autumn. The line from Pittsburg is being rapidly extended eastward and with this connection complete the entire Gould railway system will have a seaboard terminal at Baltimore.

The claims against the Central Elevator Co. for alleged improper handling of corn last season, which were withdrawn from court and submitted to arbitration, have been awarded as follows: Hammond and Snyder, claim allowed in full. The claims of Gill & Fisher, Smith-Gambrill Co. and the Maryland Export Co., were allowed 50 per cent. The arbitrators simply awarded damages as stated and made no reference to the important points in the cases, which might be regarded as establishing precedents. A general meeting of representatives of business and professional men was held in the rooms of the Chamber of Commerce at Masonic Temple on March 3 to consider the improvement of the docks. The recent fire destroyed all the buildings, etc., for about a mile on the water front, and it is proposed to take advantage of present conditions to change this entire section by closing the smaller docks and widening others, arranging an elaborate and modern system. The docks that were constructed nearly a century ago are unfitted for vessels of present day dimensions. This scheme is popular and will be carried out, and promises to be one of the great business improvements that has been made possible by the recent fire.

New York merchants say they are in the fight against different freight rates, to stay until the finish, and Baltimore and Philadelphia have taken up the gauntlet with a spirit of determination which means that the selfish efforts of the

Gothamites to make the New York rate the seaboard rate will not be successful unless the trunk lines recede from the position they have maintained since 1882. The fact is that New York port charges are so excessive that she must devise some means of equalizing her position, and to overcome her disadvantages she seeks to upset an arrangement which has been satisfactory to the country at large since its establishment in 1882 by an able commission composed of Allen G. Thurman, Elihu B. Washburn and Thomas M. Cooley, and reaffirmed by the Interstate Commerce Commission in a decision rendered April 30th, 1898. All that large section of the west tributary to the Atlantic seaboard is deeply interested in this matter. That section cares little for the advancement of one seaboard city above another, but it does care for equitable and reasonable freight rates, and cannot want the differential abolished, thereby paying a penalty for New York's aggrandizement. It is the interest of that vast section to find an outlet to the seaboard at rates commensurate with the distance therefrom, and not have the advantages of location nullified by freight rates made for the benefit of one port thereby extorting tribute when denying the rights naturally associated with location. Baltimore is closely allied with Philadelphia in this contest, but it is intended also to bring an independent action before the Interstate Commerce Commission against the railroads operating in this territory.—B. M.

## MICHIGAN.

Tipton, Mich.—Chas. J. Lewis intends to improve his eltr.

Nunica, Mich.—Emil Haas contemplates the erection of an eltr. this spring.

Lapeer, Mich.—E. E. Roberts will build an eltr. to replace the one burned in December.

Tipton, Mich., March 4.—The wheat crop, as the ice and snow go off, looks very much as if it were dead. The old wheat and oats are about all marketed in this section.—Chas. J. Lewis.

Grindstone City, Mich.—The Wallace Co., of Port Austin, has bot the 40,000-bu. eltr. at Grindstone City and has installed new grain cleaning machinery, putting it in first-class shape.

Detroit, Mich.—At the annual election of the Board of Trade the following directors were elected for the ensuing year: Laban A. Parsons, pres.; John T. Hornung, first vice-pres.; Robert Henkel, second vice-pres. Directors, Frank T. Caughey, Jas. T. Shaw, Thos. G. Craig, John Croydon, Henry E. Botsford, Alex. J. Ellair, Fred J. Simmons, and Geo. Beck. Committee of Arbitration, Chas. M. Carran, David Stott, G. L. Fleitz, P. Kling, John Wynne, Jr., F. Wm. Lichtenberg, D. O. Wiley, Wm. Carson, W. W. Murray, and W. A. Waldron. Committee of Appeals, F. M. Sheffield, H. B. Simmons, Chas. Clark, Wm. Northwood, A. E. O'Donnell, H. A. Lauhoff, H. F. Zink, F. Cronenwett and W. C. Houghton.

## MINNEAPOLIS

Shippers of grain, screenings and feed are suffering from the poor car supply.

Twelve boys were recently arrested and arraigned for sweeping and stealing wheat from box cars. They pleaded guilty and 7 were sentenced to the state training



school and placed on probation until Sept. The other 5 were sentenced to 2 days in the county jail and also placed on probation until Sept.

T. E. Cole has been suspended by the Chamber of Commerce for 1 year for violating the rule which provides that an order to buy or sell grain at the current market price must be executed at once.

I. L. Corse & Co. have recovered judgment against the Minnesota Grain Co., Niles O. Werner and Carl A. Werner, for \$10,000, on the charge of conspiracy to unload an undesirable customer on them by misrepresenting the value of his assets.

Herschell V. Jones and Chas. E. Anderson have been admitted to membership in the firm of Watson & Co. Mr. Jones, who is owner of the Commercial West, will have charge of the statistical work for the firm, and Mr. Anderson, who has been with the firm for 10 years, will continue in his position as head of the office.

An injunction was issued March 1 by Judge Pond restraining the Chamber of Commerce from selling the 2 memberships belonging to the estate of the late Chas. K. Sidle, on application from E. L. Welch & Co., of St. Paul. This has been done to prevent the heirs from disposing of the shares until the validity of 2 promissory notes is determined.

## MINNESOTA.

Fertile, Minn.—The eltr. of the Great Western Eltr. Co. has been closed.

Worthington, Minn.—The Douglass Eltr. Co. will discontinue business.—Agt. Peavey Eltr. Co.

Appleton, Minn.—The farmers of Shible have organized and intend building an eltr. next summer.

Lynd, Minn.—The New London Milling Co. will install an improved Hall Distributor in its eltr. at Lynd.

Kandiyohi, Minn.—The Kandiyohi Farmers' Union Eltr. Co. has been organized and will build an eltr.

Stephen, Minn.—The Peavey Eltr. Co. is tearing down its 40,000-bu. annex at Stephen and will remove it to Ardoch, N. D.

Wendell, Minn.—The Farmers' Eltr. & Supply Co. incorporated, \$10,000 capital. Incorporators, Louis O. Foss, Ole A. Pikop and others.

Millville, Minn.—Chas. Schleicher has built a side-hill house with a capacity of 12,000 bus. He also handles coal, lumber and machinery.—I.

Marietta, Minn.—The Marietta Grain Co. incorporated, \$10,000 capital. Incorporators, Ferdinand P. Seeger, Aug. Heckert and Frank Huebner.

Hastings, Minn.—D. L. Thompson has filed a petition in bankruptcy. Liabilities, \$22,952, of which \$18,283 are secured. Assets, \$26,590, with \$2,690 exempt.

Laird, Minn.—The eltr. of the G. C. Stevenson Co., of St. Charles, burned recently. Loss, \$4,000; insurance, \$3,000. The eltr. will be rebuilt in the spring.

Heron Lake, Minn.—W. L. Callison, who represents the Anchor Grain Co., has been engaged in the grain business for over 25 years and came here from Iowa.—I.

Crookston, Minn.—N. J. Nelson, trustee for the Farmers' Eltr. Assn., of Sletten, has brot suit against Louis Larson for the amount of stock subscribed in the concern, which is bankrupt.

Duluth, Minn.—Suit has been brot against the Peavey Eltr. Co. for \$10,000 by Peter Carlson, who fell from the staging while at work and was severely injured. He claims that the staging was faultily constructed.

Ada, Minn., Mar. 2.—We have had a very severe winter. Crops were good. Big prices are bringing in what grain is left in the county; and should present prices hold little or no grain will be left to market next summer.—L. H. Fulton.

Amboy, Minn.—Suit has been brot against the Amboy Farmers' Eltr. Co. by Lamb, McGregor & Co., of Minneapolis, to recover \$2,922, which they claim to have advanced the farmers' company. The eltr. company will ask that a receiver be appointed to bring suit against the stockholders on their liability to pay in full after the stockholders have been assessed the legal limit.

## MISSOURI.

Mt. Vernon, Mo.—J. A. Miller will build a 40,000-bu. eltr. at Hoberg station on the M. P. Ry.

St. Louis, Mo.—The Court of Appeals decided Mar. 1 that bets lost in a bucket-shop cannot be recovered.

St. Joseph, Mo.—The starting of the new mill of the American Hominy Co. recently has increased the consumption of corn at St. Joseph 8,000 bus. daily.

St. Louis, Mo.—The Columbia Hay & Grain Co. incorporated, \$20,000 capital. Incorporators, John H. Evill, N. A. Waldron, Jas. B. Hill and J. Leland Boogher.

Kansas City, Mo.—Land has been purchased for the 500,000-bu. tank storage addition to the eltr. of the C. M. & St. P. Ry. and the Barnett & Record Co. will go ahead with the work.

Kansas City, Mo.—The Gulf Eltr. Co. has bot the old Star Eltr. on the K. C. S. from the Harroun Commission Co. for \$95,000. It has also bot for \$5,000 an interest in the property from A. M. Harroun.

St. Louis, Mo.—The St. Louis Court of Appeals has affirmed the assessment of fines against P. B. Burch and Chas. Runzi, charged with conducting a bucket-shop in Montgomery City. The fines were \$300 each on 9 counts.

Kansas City, Mo.—The Chicago, Burlington & Quincy Railroad has given notice that it will not absorb terminal charges at Kansas City. The company also will refuse to sign bills of lading for grain loaded into its cars without permission.

Mexico, Mo.—The Western Passenger Assn. has made a rate of a fare and one-third on the certificate plan for the meeting of grain dealers at this place March 29. This rate applies to the entire state of Missouri and part of S.-W. Iowa covered by the Grain Dealers Union.

Kansas City, Mo.—Work on the Missouri Pacific new fire-proof eltr. is progressing and two tracks will soon be laid into the working part of the house. The John S. Metcalf Co. has started the construction of ten cement tanks and the new plant is expected to be ready to receive the first of the new crop.

Kansas City, Mo.—E. O. Moffatt and Geo. A. Aylesworth have been granted a permanent order by the circuit court restraining the directors of the Board of Trade from expelling them for refusing to pay for grain lost in the flood. The

order of the court will not prevent any shipper who lost grain in the flood from bringing suit against the buyer.

Neosho, Mo.—The loss sustained by the Missouri & Kansas Grain Co. in the fire of Feb. 18 amounted to \$6,000 on the building and \$3,000 in grain; covered by insurance. A. L. Brannock, mgr. for the company, states that the eltr. at Statesbury, which has been converted into a chop mill, will supply the trade until the eltr. at Neosho is rebuilt, which will be done this summer on a larger scale.

Kansas City, Mo.—Millers of the southwest held a meeting at Kansas City Feb. 26 and formed a temporary organization, with a committee on eltr. conditions, composed of B. Warkentin, W. A. Blair, R. E. Kidder, T. J. Blakey and F. D. Stevens. The committee recommended the building of country eltrs. by individual members and the organization of a company to build one or more large storage eltrs. at central points.

St. Louis, Mo.—In the contest for the best display of long corn at the Missouri World's Fair Commission Corn Show, J. H. Wright, of Princeton, was awarded the prize, and J. E. May, of Labadie, was given the prize for the best display of large corn. Turner Long, of Fayette, was given first prize for the best display of 100 ears of white corn, and for the best display of 100 yellow ears the first prize was awarded to C. O. Ranie, of Canton.

St. Joseph, Mo.—John A. Knott of Hannibal and J. P. Rice of St. Louis, members of the state railroad and warehouse commission, visited St. Joe recently to investigate the action of State Grain Inspector S. P. Broughton, who issued a circular to the shippers in the territory tributary to the local market. Mr. Broughton was under obligations to James B. Wheeler, and when the latter engaged in the grain receiving business Mr. Broughton mentioned Wheeler favorably in the circular. The commissioners believe Mr. Broughton has been guilty of an indiscretion. To save his friend it is believed Wheeler will retire from the commission business.

## MEETING AT MEXICO.

Regular dealers can not afford to miss the meeting of the Grain Dealers Union of Southwest Iowa and Northwest Missouri, as it will be held for the express purpose of thoroly organizing the state of Missouri. All the railroads have granted a rate of a fare and one-third on the certificate plan. The meeting will be held Mar. 29, and the headquarters will be at the Windsor hotel, Mexico, Mo. Dealers who contemplate attending should inform the secy.

At the banquet in the evening, at which J. W. Hill of Des Moines, will be toastmaster, the following toasts will be responded to:

Missouri—G. L. Graham, St. Louis, Mo.

Does it Pay to be a Bull on the Grain we raise?—L. F. Cobb, Odessa, Mo.

The Troubles Imaginary and Real of the Country Grain Dealer—M. McFarlin, Des Moines, Ia.

What Are We Here For?—John H. Wayland, Salisbury, Mo.

Replies Necessary to Secretaries' Communications—E. J. Smiley, Topeka, Kan.

Association Work from a Receiver's Standpoint—M. L. Vehon, Chicago, Ill.

Acquaintance and Friendship—Geo. A. Wells, Des Moines, Ia.

The Trade Journal as a Factor in the



Grain Business—John E. Bacon, Chicago, Ill.

Equitable Freight Rates from a Shipper's Standpoint—W. S. Hathaway, Mexico, Mo.

Association Service to the Public—Charles S. Clark, Chicago, Ill.

It Pays to be Honest with your Competitor—D. Hunter, Hamburg, Ia.

The Value of Advertising in the Grain Business—William Walden Shaw, Chicago, Ill.

Our Grain Trade as it Was—Henry R. Whitmore, St. Louis, Mo.

## NEBRASKA.

Kennard, Neb.—M. C. Grove will have charge of the eltr. of H. Roberts.

Papillion, Neb.—J. C. Wright & Son contemplate the erection of an eltr.

Trumbull, Neb.—The Hayes-Eames Eltr. Co. is having its eltr. overhauled.

Elgin, Neb.—The farmers are organizing a company and will build an eltr.

Litchfield, Neb., March 7.—Winter wheat is in good shape; yet needs snow or rain.—E. A. Slote.

Hebron, Neb.—C. B. Starbuck, of Gil-ead, bot the eltr. of J. M. Marsh, and took possession March 1.

Omaha, Neb.—The Grain Exchange has declared the eltrs. at Omaha and Council Bluffs regular.

Friend, Neb.—A. C. White will install a Boss Car Loader in his eltr., to be furnished by the York Foundry & Engine Works.

Pauline, Neb.—The Pauline Grain & Supply Co. has settled up by paying stockholders 38 cents on the dollar, which the farmers are thankful to receive.

Omaha, Neb.—The Grain Exchange will adopt a rule requiring members dealing in samples on the floor to confine their trading between 11 and 12:30 o'clock.

Axtell, Neb.—W. S. Pickett, who has been mgr. for the Axtell Grain & Eltr. Co. ever since the start, has resigned his position to travel for the Kemper Grain Co., of Kansas City.

Steinauer, Neb.—Henry Rucker and G. Sommerhalder, as Rucker & Sommerhalder, have bot the eltr. belonging to J. A. Steinauer and will reopen it and engage the farmers in the grain business.

Butte, Neb.—Z. K. Doane, formerly vice-pres. of the Crowell Lumber & Grain Co. of Blair, has engaged in the grain business at Butte. His headquarters are at Fairfax, S. D.—I.

Mayberry, Neb.—The 7,000-bu. eltr. for W. Kamen has been nearly completed. Eltr. machinery, a Howe Gasoline Engine and supplies are being installed by the York Foundry & Engine Works.

Ord, Neb.—The eltr. of the Wells-Abbott-Nieman Co. had a narrow escape from fire recently. The fire was discovered in the gable of the office and was put out by a bucket brigade before doing much damage.

Omaha, Neb.—The officers of J. F. Twamley, Son & Co., recently incorporated, are: J. F. Twamley, pres.; D. G. Dawson, vice-pres.; I. C. Twamley, secy. and treas. The company intends building an eltr. at Omaha and other eltrs. wherever sites are offered.

Lincoln, Neb.—The appeal of William J. Crandall of Firth, Neb., to the supreme court from a decision of the lower court

denying him an order compelling the railroad company to supply him with cars, will be heard at the sitting of the supreme court in April.

Tilden, Neb.—Corkle Bros. & Dauphin are erecting a 50-bbl. mill and 25,000-bu. elevator some distance from the railroad right of way. They expect the railroad company to build a spur to the property, but there are many people who think they will be disappointed in this.

Central City, Neb.—T. B. Hord, who is interested in several lines of eltrs., recently formed a new company known as the Haas & Hord Cattle Co., which is incorporated. It operates eltrs. at Tilden, Belgrade, and Fullerton, where grain is bot for feeding and shipment.—I.

Omaha, Neb.—The Grain Exchange voted to reduce the limit of memberships from 500 to 200. The Exchange now has 175 paid up members. The applications for memberships are being scrutinized more closely now than when the Exchange was organized, the members having learned that some concerns which pose as legitimate commission firms are nothing but bucket-shops.

## NEBRASKA LETTER.

Elgin, Neb.—The eltr. operated by the Nye-Schneider-Fowler Co. came very near being totally destroyed by fire March 2.

D. C. West, of Wyoming, and O. H. Eggleston, of Murdock, have recently joined the Nebraska Grain Dealers Assn.

Holstein, Neb.—The Holstein Farmers' Shipping Assn., recently organized by the Butler-Vincent contingency, has closed up, due to losses and dissensions among its members.

Hampton, Neb.—J. M. Cox has been compelled to go to California for his health. He is recuperating at Lajolla and his son has charge of the business at Hampton during his absence.

Omaha, Neb.—Receipts have been very light on the Omaha market during the past few days, and the demand is much in excess of that offered. On March 2 corn was selling from 1 to 2 cents higher in Omaha than in Kansas City or Peoria. The buyers seem to be willing to pay a little premium for the corn offered, there being but few samples on the floor.

Winter wheat is suffering very badly for want of moisture. Practically there has been no snow in Nebraska this winter, and so far no spring rains, and the damage is considerable. Some of the country grain dealers out in the state claim that even though we should get considerable rain in March and April we will not have half a crop. However, this will not apply, taking the state as a whole.

The sudden change from warm weather in the south to snow and wintry blasts in Kansas and Nebraska was too much for many of the excursionists and a great number were confined to their homes with very severe colds and cases of grip after returning home. J. O. Phillippi, A. G. F. A. of the Missouri Pacific, who accompanied the party, has been confined to his bed ever since his return, with a very bad cold which finally resulted in pneumonia, but he is now considered out of danger.—E. C.

## NEW ENGLAND.

Laconia, N. H.—Rollins & Lamphrey have succeeded Fred L. Rollins.—I.

Providence, R. I.—The new eltr. being built for Hurd Bros. is across the street

from their present location. It is intended that it will be ready for occupancy by June 1.

Boston, Mass.—The New England Grain Dealers Asso., is progressing finely and within the next two months it will probably hold an annual meeting, at which we expect to increase greatly the membership, which is now about 150.—E. P. Knight.

Boston, Mass.—John Bingham, who has been identified for a long time with the export grain business, died Feb. 24, of pneumonia, aged 49 years. Mr. Bingham was a member of the Chamber of Commerce, and did much to build up the export business of Boston.

New Haven, Conn.—R. G. Davis is building a 20,000-bu. addition to his eltr., which will double the present capacity. When completed it will have a capacity of over 200 cars, with outlets on 2 streets and a track capacity for 5 cars. A 30-h. p. electric motor furnishes power for the plant.

Boston, Mass.—The scarcity of oats in the local market led to an unusual transaction recently. Thomas Ronald, grain broker, bot for the account of a Detroit firm of shippers, 60,000 bus. of Canadian oats which had been shipped to Boston for export to Great Britain, paying the import duty and storage charges.

## NEW YORK.

Rushville, N. Y., Feb. 27.—Farmers are selling their wheat at \$1, with few exceptions.—W. R. Fitch & Son.

New York.—The Horace Ingersoll Co. incorporated, \$100,000, to deal in grain. Incorporators, Horace, Samuel and H. L. Ingersoll.

New York.—The Hecker-Jones-Jewell Milling Co. will build a grain eltr. and mill, to cost about \$300,000, on the East river front.

## BUFFALO, LETTER.

Dudley M. Irwin is preparing to spend a season in Europe.

Capt. J. J. H. Brown, pres. of the Chamber of Commerce, has gone on a southern trip.

Buffalo maltsters continue to report that business is going on at full capacity, but nobody seems to be satisfied with the outlook, for the price of barley is higher than the corresponding price of malt.

Some of the corn is in good condition, but such an amount of it is arriving out of condition that it is predicted that a few warm days will see it red hot. Some has already arrived that was frozen fairly solid.

The Banner Flour Mill, which has been in the hands of the Allis-Chalmers Co. several weeks for a rebuild, will start up right away as a 1,000-barrel mill in place of the 600-barrel capacity of the old mill.

Leonard Dodge, mgr. of the Frontier Eltr., and late pres. of the Chamber of Commerce, who has been ill sometime on account of internal difficulties, which yielded to an operation, is now nearly well and will take a trip to Europe soon.

The wheat movement here is now so light that the grain blackboard on 'Change has dropped all efforts to quote any local prices. A little hard Kansas and macaroni is in store and about a car a day comes thru on track, but there is



not enough of it all to be called "business." Oats are also rather scarce, but corn has been plenty enough for sometime to make up the deficiency.

The eltr. pool question has not been agitated since the first meeting. Several of the most interested members of the pool are away and will not be back for sometime. It is not thought that there will be any great difficulty in coming to an agreement.

The canal boat is becoming popular again. For the past dozen years or so next to none were built and the fleet dwindled to a tenth of its former size. Now the boat yards at Tonawanda and eastward are all busy and are not waiting for orders either, as they can sell all the boats they can build.

J. H. Rodebaugh, one of the leading grain and feed dealers on 'Change and trustee of the Chamber of Commerce, has gone with his family on a trip to the Holy Land and Egypt, to be gone nearly three months. He leaves the business in the competent hands of his managing clerk, George Gisell.

Louis M. Evans, one of the old-time grain dealers of the city, died on March 1 in his 70th year. He was born near Buffalo and practiced law at Racine, Wis., sometime after being admitted to the bar, but returned to Buffalo during the Civil War and entered the grain trade on old Central Wharf in partnership with O. L. Nims. He was later in other business and held some responsible positions in the city government at various times.

The grain-rate war between Buffalo and the seaboard continues to excite the wonder of the trade, as it is found that the amount shipped of late has decreased steadily and was anything but large anyhow, while it has all along been impossible to get a car for that or any other business to load, or moved when loaded without the most vexatious delay. Such foolishness as a "war" at such a time is the severest sort of comedy.

The grain dealers who were asking the local eltr. authorities to arrange the storage charges so that they would be less burdensome to the thru grain traffic, now report that the plan has been accepted, so that hereafter the exceeding of the regular 10-days' storage that goes with the elevation will not subject the grain to another full 10-days' charge, but only for the number of days it is actually in eltr. It is not expected that the new plan will be of much account to shippers during the early part of the season, when cars are plenty, but when cars are short in the fall the saving will be considerable.—J. C.

## NORTH AND SOUTH DAKOTA

Thompson, N. D.—The farmers will build an eltr.

Michigan, N. D.—The farmers will build an eltr.

Clark, S. D.—The farmers are organizing an eltr. company.

Carthage, S. D.—Jas. Coughlin has succeeded Coughlin & Lyons.—I.

York, N. D.—The St. Anthony & Dakota Eltr. Co. will rebuild at York.

Cando, N. D.—W. Lowell has purchased the interest of Col. Ely in the Lowell Eltr. Co.

Flandreau, S. D.—J. P. Tenold, a general storekeeper, is shipping some grain and seeds, but has no warehouse facilities.—I.

Benclare, S. D.—Peterson & Meier have bot the eltr. of Peters & Penman and will also handle lumber and coal.—H. C. Hollenbeck, agt. Wesley Eltr. Co.

Canton, S. D.—The Betts & Truax Eltr. Co., of Mitchell, will build a flour mill to cost \$14,000 at Canton if its proposition for a bonus of \$2,000 is accepted.

Orient, S. D.—Quite a number of farmers in the vicinity of Kolda have been hauling their grain to this station and shipping it themselves. Some means of stopping the practice should be devised.—I.

Menno, S. D.—Although the firm of Haisch & Co. has been dissolved, owing to the sale of its eltr., J. H. Swanton, one of the partners, will continue in the business under other arrangements. He is one of the veterans of the trade.—I.

Jefferson, S. D.—The business of the Sioux Grain Co., which covers a number of stations in this section, is directed from Jefferson by the secy., O. D. Whitney, who, for the short time he has been engaged in this branch of trade, has proven himself a most successful mgr.—I.

So, Dakota has shipped its agricultural exhibit to St. Louis for the Exposition. It consists of 322 sacks and 42 boxes of corn for decoration. Also 56 boxes of grain, which comes from all parts of the state and will make a magnificent display. Two cars were required to transport the display, which will be found in the state building and the agricultural building.

## NORTHWEST.

Fromberg, Mont.—The Babcock Hardware Co. intends building an eltr. at Fromberg.

Butte, Mont.—The Beebe Grain Co. reports a very heavy trade in grain and hay to Pacific Coast points.

Butte, Mont., Feb. 24.—The continued advance in the price of wheat will have a tendency to greatly increase the acreage of spring wheat to be sown in this locality. Winter wheat is in excellent condition, the snow fall having been quite heavy. Chevalier barley has proved a very profitable crop, netting the producer an average of from 48 cents to 52 cents a bus., for the past 3 years. Oats are more of a lottery, depending largely on the outside markets for their value. The freight rate to eastern and western terminals is 35 cents per cwt., no inconsiderable item if eastern or western markets are dull.—Beebe Grain Co.

## OHIO.

Bremen, O.—Ruff Bros. have succeeded H. M. Shelhamer.

Dellroy, O.—O. Allen has succeeded Allen & Scott.—I.

Sullivan, O.—E. N. Markle & Co. have succeeded Zehner & Co.

Curtice, O.—H. G. Dehring has succeeded Gordon & Dehring.

North Lewisburg, O.—The eltr. of Chamberlain Bros. burned March 5.—S.

New Newton, O.—J. & J. Leas, of West Manchester, have bot the eltr. of O. F. Kimmel.

Sandusky, O.—The bucket-shop which quit St. Mary's, O., is said to have set up at Sandusky.

Ironton, O.—The Goldcamp Milling Co. has suspended business.—Patterson Milling Co., Piketon.

Glen Karn, O.—J. M. McFarland, of Savona, has bot the eltr. of Robert Davidson and succeeded him.

Luckey, O.—The United Grain Co., of Toledo, has leased the eltr. of M. R. Gorrill for a term of 3 years.

Defiance, O.—Chas. T. Pierce & Bro. have installed a No. 2 Monitor Seed Cleaner in their warehouse.

Middlepoint, O.—H. G. Pollock is remembering his friends with an embossed and richly colored calendar.

Sabina, O.—G. H. Lloyd has sold his mill and eltr. E. A. Lewis is now operating the plant as trustee for another party.

Alvada, O.—P. J. Thompson & Sons are the grain dealers at Alvada, instead of J. M. Meyers. F. W. Keopfer is mgr.

Glen Karn, O., March 8.—Wheat looks brown but not pulled any. With favorable weather from now on it will make a fair crop.—J. M. McFarland.

Cincinnati, O.—The Cincinnati Grain Co. incorporated, \$25,000 capital. Incorporators, Peter Van Leunen, Clyde S. Emrick, John C. Droege, John W. Van Leunen and Z. A. Emrick.

Avery, O., Feb. 27.—The growing crop looks bad. No wheat left in farmers' hands. Corn poor quality and most of it still in farmers' hands. Oats very scarce.—R. Turner & Son.

Mason, O., March 3.—Very little wheat and no corn or oats to ship from this section. Oats are bringing 45 cents and corn 55 cents per bu. The growing wheat looks very bad.—Albert Dill.

Lebanon, O.—J. N. Lambert has sold out his business to Lewis Bros., who will continue the coal and feed trade but probably will do nothing in grain. Mr. Lambert has moved to Indpls.

Defiance, O., March 2.—The oat crop is about all delivered. The reserve in the farmers' hands of wheat, corn and oats is not half what it was a year ago. Quite a bit of hay in the country.—Chas. T. Pierce & Bro.

Quincy, O.—Grain dealers are having hard sledding this year as corn is bad and not much of it to handle, and no wheat; in fact nothing to buy that is fit to handle but oats, as the mills get all the wheat.—J. E. Wells & Co.

The condition of winter wheat in Ohio, as reported March 4, was 69 per cent of a full average, while in January it was 77 and a year ago 94. Wheat has not begun to green up and it is difficult to judge of the condition with correctness.—Ohio State Board of Agriculture.

Bellevue, O.—The Bellevue Grain Co. and W. H. Gardner & Co. have been consolidated as the W. H. Gardner Grain Co., with \$50,000 capital, the consolidation to go into effect July 1. The Bellevue Grain Co. has eltrs. at Colby and Gravel Pit beside 2 at Bellevue. W. H. Gardner & Co. have eltrs. at Bellevue, Flatrock, Omar and Parkertown.

Lyndon, O., March 2.—Winter wheat is looking very well. Ground has been frozen since the last of Nov., something unusual for us, and we also have had snow all that time, except about 2 weeks of milder weather. About 25 per cent of the corn crop yet to gather. About 40 cars of western corn has been shipped into this section. Our own corn crop was light.—D. Gwin Coyner.

Columbus, O., March 1.—Temperature and precipitation deficient; wheat has been injured by cold weather, the severest



occurring when the ground was bare over much of the state, and there is general complaint that the top of the plant is killed and that the fields look quite brown; it is believed that early sown wheat is the least injured, but the late sown is generally poor.—Government Report.

#### TOLEDO LETTER.

Toledo, O.—The Toledo Salvage Co. has again closed its plant on account of a second invasion of high water.

Milton and Leroy Churchill and Churchill & Co. are defendants in a damage suit in common pleas court for \$5,000, brought by Edgar W. Flickingers. In August, 1899, the plaintiff, who was 20 years of age, was employed in one of the defendant's eltrs. at Deshler, O. Plaintiff claims he was caught by a belt on a pulley and hurled around the line shaft at the rate of 350 revolutions a minute.

Toledo, O.—Jas. Blass, a pioneer grain merchant of Toledo, having been connected with the trade for 35 years, died Feb. 25, aged 70 years. He was stricken with paralysis about 5 weeks previous and had 2 succeeding shocks, the last but 3 days before his death. Mr. Blass was a charter member of the Produce Exchange and was twice elected pres. and served for many years as director. He was the head of the firm of Blass & Chapin, but for the past few years had not been active in business. The Produce Exchange adopted resolutions of sympathy for the family of Mr. Blass and the following members were appointed to act as pallbearers: J. H. Bowman, J. F. Zahm, H. W. DeVore, S. Cuddeback, E. N. Crumback and E. W. V. Kuehn.

#### OKLAHOMA

Perry, Okla.—E. J. Miller will install improved Hall Distributors in the 3 eltrs. he is building in Okla.

Covington, Okla.—E. J. Miller, of Perry, is building a 10,000-bu. eltr. on the Frisco line at Covington.

Lambert, Okla.—The liabilities of F. L. Wilson amounted to about \$3,500, with assets about \$2,900.—J. S. W.

Marshall, Okla.—The Eastern Eltr. Co. incorporated, \$2,000 capital. Incorporators, W. S. Gossett, of Forbes, Mo., G. T. Gossett, John P. Farker and U. T. Clemens, of Cashion, Okla.

Hitchcock, Okla., Feb. 29.—The wheat acreage is the same as last year. No oats are being sown yet on account of dry weather. Wheat is not damaged yet by the drouth.—J. E. Karrington, Anadarko.

Perry, Okla.—The high wind that swept Oklahoma March 2 demolished the 10,000-bu. eltr. that was being built for E. J. Miller at Otee switch, on the Santa Fe in the Otee Reservation. The damage will amount to about \$200.

Anadarko, Okla., Feb. 29.—We have had sufficient rain and snow to answer all purposes in our locality. A week of warm weather has brot out wheat so that the fields are all green. The acreage in wheat is double what we had last year. Oats are being sowed now and a large acreage will be put in.—J. E. Farrington.

#### PACIFIC COAST.

Albany, Ore.—L. Senders, of M. Senders & Co., is dead.

Ritzville, Wash.—Local merchants will endeavor to introduce Russian broom-corn millet in Adams County.

San Francisco, Cal., March 1.—Heavy rains in northern California flooded much grain land and caused great loss; rains in all other sections very beneficial; grain on lands not flooded in excellent condition and growing rapidly; crop prospects in southern California greatly improved.—Government Report.

San Francisco, Cal.—Geo. P. Morrow, senior member of Geo. Morrow & Co., died Feb. 29 at his home in Oakland, aged 49 years. Mr. Morrow was an active member of the Merchants' Exchange and the Produce Exchange before they were merged into the present Exchange, but late years had not taken an active part on account of ill health.

San Francisco, Cal.—The practice of trading on the curb, which is indulged in by shipping interests and scalpers, is strongly opposed by commission merchants, whose customers, the heavier outside traders, as well as the smaller speculators, fear to trade in a market where quotations are made at times when their interests are not represented. It is believed the Merchants Exchange will adopt regulations forbidding curb trading.

#### PENNSYLVANIA.

Pittsburg, Pa.—Harry E. Kier, dealer in grain and hay and a member of the Grain Exchange, died recently.

Pottsville, Pa.—Grain dealers in the anthracite region have formed an assn. with Francis Heck of Shamokin as pres. At the first meeting, Feb. 24, dealers were present from Mt. Carmel, Ashland, Shamokin, Mahanoy City, Shenandoah and Pottsville.

Philadelphia, Pa.—Armon D. Acheson, secy. of the Commercial Exchange, died Feb. 27 of pleuro-pneumonia with complications. A delegation of 75 from the Exchange attended his funeral and the pallbearers were: Walter F. Hagar, pres. of the Exchange; Chas. Dunwoody, former pres.; Hunter Brooke, Capt. Chas. Norris, Christopher Bailey and Geo. E. Morgan.

#### PITTSBURG LETTER.

Of the 22 wholesale dealers in Pittsburg, 20 are already members of the Exchange, while applications are in from the other two, and likely to receive favorable consideration soon.

As a result of the new action of the railroads in regard to demurrage it is more than ever necessary that shippers forward bills of lading promptly, as the time allowed is short at best.

The shipping trade here is rejoicing that the Clyde Coal Co. obtained a judgment for damages from the Pittsburg and Lake Erie railroad company for not furnishing sufficient cars. It is true the damages awarded were only 6¼ cents, but the result is considered a warning.

For several days past the South avenue, Allegheny, yards of the Baltimore railroad have been partly under water, and altogether under mud. Receivers had to view consignments from a distance. Just the same, charges are accruing, and will be presented, when there will be a chorus

of protests and some lively skirmishing before such bills will be honored.

For two or three weeks receipts of grain and hay have fallen off considerably, and there are strong markets here for millfeed, corn, oats and hay, although the extreme prices to which oats have soared recently put a damper on buyers, and they have been purchasing as sparingly as possible. Millfeed is very firm, and ear corn is in active demand, with the situation strong. Good hay is wanted, and clover is particularly in request. This stock has been most unsatisfactory as to quality for some weeks, although most recent shipments are better than those which came forward last month.

The Retail Grain, Hay & Feed Dealers' Assn. of Allegheny County requested the Pittsburg Grain & Flour Exchange last week to appoint a committee to meet a like committee from the retailers to come to some understanding in regard to the bringing in carloads of grain direct from the West by retailers and the selling of grain and hay direct to consumers by wholesalers. The joint committee met, and resolutions were drawn up to the effect, first that the wholesalers pledged themselves to sell nothing to consumers direct, and, secondly, in consideration of such action the retailers bound themselves to buy everything they need from wholesalers. The members of the committee from both associations reported these resolutions favorably to their respective associations, and it is probable they will be adopted. As there has been considerable misunderstanding on these points for a long time, a settlement such as this proposed, which seems to meet the approval of both parties to the treaty, will be heartily welcomed.

The Grain Trade Assn. of Pittsburg, composed exclusively of wholesalers, has been formed. The Pittsburg Grain & Flour Exchange numbers among its members nearly all the wholesale dealers of the city, but some retailers as well, and the new association will deal with questions which cannot properly be brought before the Exchange for fear of a clash between the two interests. The Grain Trade Assn. comprises all the wholesale dealers of the city, except one, who is likely to be within the fold in a short time. The main object of the assn. is to establish a credit bureau, which shall enable wholesalers to discover to the very penny how much local retailers are indebted to wholesalers at the end of each week. It has long been a matter of annoyance to jobbers that indiscriminate credit had to be given. The temporary officers are, D. G. Stewart, pres., and J. A. A. Geidel, secy. A charter has been applied for, and a meeting will be held soon for the election of directors and a permanent organization. Other matters than credits will be given attention, the railroads being slated to come in for attention where they are found at fault, and this is not infrequently.

The railroads are occasioning much thought on the part of receivers and shippers. Thomas Scott, former manager of the Pittsburg Car Service Assn., has been succeeded by William Prall, who appears wearing the title of Commissioner, and who has some ideas which he regards as progressive, but which are not commending him to the favorable notice of those who have dealings with railroads. Formerly demurrage was charged after 48 hours from time of



notice being sent to receivers. This virtually gave 60 hours, as the notice was generally received 12 hours after arrival. Now, according to Mr. Prall, demurrage charges will begin 24 hours after arrival, and this without regard to weather. A storm of indignation followed this ruling, as some grain men asserted it would put them out of business, as cars now coming in are all large and loaded to the utmost capacity, so that unloading in the time specified is almost an impossibility under the most favorable circumstances, while with the bad weather to contend with such unloading is out of the question. The railroad committee of the Exchange has taken the matter up, and is after the car service assn. with a heavy cudgel. A request has been sent to the railroads for a conference, and it is hoped some more satisfactory arrangement will be made.—H.

## SOUTHEAST.

Mobile, Ala.—H. J. Wood & Co. are engaged in the grain business.—McAndrew, Hopper & Co.

Gulfport, Miss.—The Hamilton-Weems Grain Co. incorporated, \$10,000 capital. Incorporators, M. S. Hamilton, H. J. Weems and others.

Burton, W. Va.—The Burton Mill Co. contemplate the erection of a grain eltr. with a capacity of about 15,000 bus., in connection with its flour and feed mill.—N. W. Robinson.

Atlanta, Ga., March 4.—The demand here for grain and hay, for the past 30 days, has been very slow, owing to the fact of heavy purchases made by buyers during January, which are still arriving. Also the disposition of the merchants is to take advantage of the present high market and dispose of their goods rather than to make more purchases. The prospects are very bright, however, for quite a good demand to start in about 15 days.—A. L. Diebel.

## SOUTHWEST.

Santa Rita, N. M.—The grain and hay warehouse of the Santa Rita Store Co. burned recently. Loss, \$2,500; partly insured.

New Orleans, La.—The Board of Trade will give a banquet March 19 and the invitations already accepted point to an attendance of over 400.

New Orleans, La.—The bureau of supervision over weights of grain began business Mar. 1. The charges are 50 cents per car inward and 25 cents per 1,000 bus. outward.

New Orleans, La.—The grain exports from New Orleans during February were 404,729 bus. of wheat, 1,220,516 bus. of corn and 53,737 bus. of rye; compared with 872,000 bus. of wheat, 3,447,196 bus. of corn and 5,415 bus. of rye during February, 1903, as reported by W. L. Richeson, chief inspector of the New Orleans Board of Trade, Ltd.

New Orleans, La.—Trading in the grain pit of the New Orleans Board of Trade was begun Mar. 7 with about 50 registered brokers. Margins and clearing house balances will be deposited in the Hibernia National Bank. The first sale recorded was of 5,000 bus. of May corn by Browder Bros. to A. F. Leonhardt & Co. at 48 cents. May oats were offered at 45 cents.

## TENNESSEE

Nashville, Tenn.—Williams & Anderson have installed an automatic sacker and put in several 2,000-bu. bins.

Nashville, Tenn.—Miller & Co. will build a warehouse for grain storage. It will be a frame structure and will cost about \$2,000.

Nashville, Tenn.—Work has been begun on the eltr. for Hughes, Green & Co. and they claim that it will be the best small eltr. in the country.

Nashville, Tenn.—Major B. S. Rhea, head of the firm of B. S. Rhea & Son, and at one time one of the most prominent grain dealers of Nashville, died Feb. 26, aged 84 years. Major Rhea had been closely connected with business and public affairs of Nashville for over 50 years, but retired from business several years ago when the active management of the B. S. Rhea & Son was given to his son, Isaac T. Rhea. The death of Major Rhea is deeply regretted by all who knew him and resolutions of respect were adopted by the Nashville Grain Dealers Assn., of which he was formerly a member.

Nashville, Tenn., March 2.—Business has been very dull during the last 2 weeks, both with shippers and local dealers. Shippers have already begun to have trouble with corn being out of condition in the south and will from now on make sales of nothing but corn that they know will be safe to ship anywhere. Receipts of grain during Feb. were 1,395 cars, an increase of 287 cars over Jan. Hay receipts were 583 cars, an increase of 222 cars over Jan. Receipts of grain for last week were 384 cars, an increase of 37 cars; receipts of hay were 157 cars, an increase of 8 cars. Seeding of oats has been very large thruout Tenn. and the whole south this year and with good prospects no doubt we will have a very large crop next season, compared with previous ones.—Geo. W. Hill.

## TEXAS.

Collinsville, Tex.—H. Waldo is making improvements in his eltr.

Dublin, Tex.—Harris, Eddleman & Co., grain commission, has succeeded Harris & Eddleman Co.—I.

Markham, Tex.—The Markham Rice Milling Co. has let the contract for a warehouse and mill.

Dallas, Tex.—The arbitration committee of the Texas Grain Dealers' Assn. met Feb. 26 at the Oriental hotel.

Benton, Tex.—Eltr. B of the Alliance Milling Co. collapsed Feb. 23 and 2,000 bus. of wheat were scattered on the ground. The damage is slight, as nearly all the wheat was saved.

Collinsville, Tex., March 4.—The acreage of oats in Grayson county will be less this season. The crop is now showing up well. Some little complaint of the "green bug." The acreage of corn will be cut short owing to the great area that will be put to cotton.—H. Waldo.

Galveston, Tex., March 1.—Moderate to good rainfall general during first and second decades; wheat, barley, rye, and fall oats greatly improved, and in fair to good condition except in extreme west; spring work unusually well advanced, and ground in good condition; sowing of spring oats progressed rapidly;

corn planting begun in all sections and some cotton planted in few southern counties.—Government Report.

Galveston, Tex.—The grain exports during Feb., as reported by C. McD. Robinson, chief inspector of the Board of Trade, amounted to 525,040 bus. of wheat and 737,141 bus. of corn; compared with 826,400 bus. of wheat and 1,192,542 bus. of corn for Feb., 1903. Exports since Sept. 1 have been 10,402,551 bus. of wheat and 1,913,108 bus. of corn; compared with 7,986,256 bus. of wheat and 2,828,185 bus. of corn for the corresponding 6 months of 1902-3.

## TEXAS LETTER.

So far the rumbling and rumors of a rate war, between the roads, on grain on local shipments have not materialized, but many rumors are current that the rates to Texas common points will be implicated in the export rate war on grain, which the Gulf lines and the Atlantic lines are now waging. Trouble, if it does come, is likely to come thru the Texarkana gateway.

Dallas, Tex., March 5.—As the season advances more and reports come in, it would seem that the acreage in corn is to be pretty short, as all the farmers in Texas are running to cotton and there is not likely to be more corn raised than will be necessary for local consumption, even should there be enough of that. The high price of cotton is working in a manner that is causing an immense acreage in this staple to the detriment of the other crops of Texas.

Dallas, Tex., March 5.—Wheat has been jumping in the local market and during the past week soft wheat was quoted as high as \$1.15 at country points, but there is little offering however and the price has now declined to \$1.10. The millers are fairly well stocked up on wheat but are willing to take what is offered at a fair price. Flour and mill products have been climbing steadily since the first of the year until the present prices are some 25 per cent. higher than the prevailing price on January 1.

Dallas, Tex.—It was the consensus of opinion among those present at the meeting of the arbitration committee that the grain crop, while it would not be a large acreage, was in good condition and prospects are that a good crop of grain would be made. The reports published in the local papers concerning the green bug were discussed and it seems to be the opinion that these reports had very little foundation in fact. W. W. Andrews, of Fort Worth, said: "I believe that we are going to have a good crop in Texas this season and I am taking very little stock in the reports of the green bug in the wheat. I don't believe there will be any damage from this source this season."—J. S. W.

## WISCONSIN.

Grafton, Wis.—Mintzaff & Behrens will install a large scale to weigh grain when loaded into cars.

Coon Valley, Wis.—The Neprud Milling & Grain Co., recently incorporated, will build an 18,000-bu. eltr.

Superior, Wis.—At the annual election of the Board of Trade, held Feb. 25, the following officers were on the regular ticket: W. R. Fanning, pres.; M. E. Schouweiler, vice-pres.; H. W. Dietrich,

second vice-pres. Directors for 3 years: A. McGuire, Byron Kimball and Homer T. Fowler; for 1 year, Jas. H. Agen.

Eleva, Wis.—Jerome Rossman, a former grain buyer for the Northern Grain Co., will build an eltr. and flour and feed store next summer.—S. N. Knudson, Mondovi.

Grafton, Wis., Feb. 29.—Winter grain has wintered well. Corn was a poor crop and little feeding value in what was raised. Barley is pretty well shipped out.—Mintzlaff & Behrens.

Superior, Wis.—The Cargill Eltr. Co. has won in the suit brot by two insurance agents to collect premiums, which the eltr. company claimed were payable to the companies direct.

Evidence of the failure of the railroads to comply with the law against rebates has been found by the experts who were examining the accounts of the roads, preparatory to bringing suit on behalf of the state of Wisconsin.

Ripon, Wis.—The Badger Fruit & Produce Co. is buying grain from the farmers but has no recognized facilities for handling it and is not understood to be making any headway toward securing any. It has a branch at Redgranite. This section has a good many scoopers but their operations are not on a large enough scale to disturb the regular dealers.—I.

#### MILWAUKEE LETTER.

Oshkosh, Wis.—J. Marx is again buying grain for shipment.

Blair, Wis.—W. G. Hyslop, proprietor of the flouring mills, is shipping out grain to Chicago.

E. P. Bacon, the well-known commission merchant, has been publicly proposed as a candidate for mayor on the Republican ticket.

In spite of the protests filed with the directors of the Chamber, the telegraph booth erected in the main corridor is still there, owing to the dilatory action of the officials. Considerable criticism is also evoked by the fact that there are other matters pending that should have prompt attention. Procrastination seems to be the rule of the governing board in more than one of our leading exchanges.

Considerable amusement was occasioned here, not long ago, by the discovery of Senator Quarles, whose home is in Milwaukee, that the English workman consumes large quantities of maize, and that therefore he is dependent upon the United States for his food. Apparently he overlooked or was ignorant of the fact that the British mean "grain" when they say "corn," and that the use of the word is commonly restricted to wheat. The poetical satire of John Sharp Williams on the senator's mistake, was freely circulated on 'Change.

Waupun, Wis.—One of the local eltr. men is understood to be buying for a line company, finding it more profitable to do so than to submit to their competition. For many independent dealers in this territory the situation is becoming more serious from year to year. They feel certain that the large companies buying along the various lines obtain material concessions in rates, particularly on the subterfuge of "thru billing," which are not accorded to them; but it is not clear that anything can be done, as the dealers referred to are not in a position to bring any proof of illegal practices. Possibly if an investigation by the Inter-

state Commerce Commission were asked for it would bring out the essential facts.

E. P. Bacon is out with an address to the voters of Wisconsin, signed by himself and half a dozen other of the wealthy men of the state, representing large commercial interests, calling for the renomination of Gov. La Follette on a platform which demands the creation of a state railroad commission with power to regulate freight rates. This movement has found its most vigorous support among the grain shippers, receivers and millers of Wisconsin, and an active propaganda is being carried on at nearly every station in favor of the election of members of the legislature who will fairly represent the wishes of their constituents. There are signs that the railroad companies will compromise on the basis of an elective, instead of an appointive commission.

Madison, Wis.—Valuable records and tables relating to the matter of foreign rate discrimination practiced by the railroads in this state were destroyed in the Capitol fire, but enough was saved to enable the state statistician to carry on the work without serious interruption, and in this he has had the help of some of the leading grain men at Milwaukee who have taken an active part in securing the creation of a state railroad commission. Much interest is felt here in the efforts of the grain dealers assn. of Indiana and others to bring about similar legislation in that state, and the result of the work there will be closely watched. S. B. Sampson, the former secy. of that assn., is known in Wisconsin as an able and energetic champion of governmental control of railroads.

No change in the market worthy of comment, but conditions have shown a steady improvement, and it will not be long before they are normal. Thanks to the energetic action of the railroad officials, who were confronted with a task that would make Hercules' labors of cleaning the Augean stables seem a trifle the freight yards are being cleared of the large accumulations that have made life a burden to receivers, and grain actually sold and switched for delivery can now be taken into the eltrs. with reasonable dispatch. It was rumored that the railroad companies had forbidden any further shipments from the West to Milwaukee or Chicago and were insisting that grain dealers should bill to Minneapolis, but such report proved to be without foundation. The traffic officials say they have many more cars available at interior points than heretofore and that the wants of shippers are being taken care of without delay. Choice samples of grain of all kinds are eagerly taken, as there is not enough of good quality coming to supply the daily requirements of the trade, and fair to medium grades are also salable at favorable prices; but, with the exception of "feed" barley, the lower qualities continue to drag. Receipts of corn have fallen off almost entirely, save for a few cars from northern Illinois. The demand is also light, as buyers for special purposes, who are largely depended upon to maintain the market, find no encouragement for spending an hour or two on 'Change inspecting samples that do not exist. Seed of all kinds sells readily at quotations, flax still commanding a small premium over Chicago, with the advantage of more lenient inspection.—T.

#### Death of A. K. Knapp.

A. K. Knapp, one of the pioneer grain dealers of Illinois, died at his home at Minooka, Ill., Feb. 27, from the effects of a stroke of apoplexy he sustained ten months ago. For about a year Mr. Knapp has been almost helpless, unable to talk or write, and his grain business has been transacted by his confidential man, George Colleps.

Born at Oxford, N. Y., in 1836, Mr. Knapp came west in his youth and remained in Illinois until his marriage at Lockport to Miss Pamela Griswold, when they removed to New York for five years. After the civil war he returned to Illinois, embarking in the grain business as a partner of G. C. Griswold at Channahon. For two years he shipped grain on the canal, and in 1867 removed to Minooka, where for forty years he has been the leading grain dealer.

#### Kansas Farmers Assn. Defunct.

The Farmers Co-operative Grain Assn., which was organized by James Butler two years ago, and which received better financial support than any of the co-operative assns. that have been formed in recent years, has gone to pieces, just like all its predecessors.

Butler was shrewd enuf to get some honest men to go among the farmers and solicit their subscriptions to the stock of the concern. W. W. Culver was among the first of these to discover that all was not right. Mr. Culver learned that more stock was sold to farmers than was accounted for on the books. No dividends were ever paid.

After the funds had been dissipated Butler formed a second company known as the Farmers Co-operative Shipping Assn., at the same time raising his own salary from \$100 monthly to \$3,000 a year. The avarice displayed by Butler alarmed the farmers, and H. N. Gaines, who had organized several of the local elevator companies, is said to have written the stockholders a short time ago with a view to reorganizing the company with Butler left out.

Butler now has personal charge of the business with offices at Kansas City, Mo., where he handles grain on commission for the members, who must consign to him on penalty of having their stock forfeited. As the stock does not pay many are allowing their stock to be canceled. Altho the company has nominal assets of \$75,000, the general manager, C. B. Hoffman, finds the working capital insufficient. It is believed to be only a question of time when the second company will meet the fate of the first.

Dissatisfied with the manner of conducting the business many are withdrawing to quit co-operative assns. for good. A few have joined the new company formed at Omaha, Neb., March 1, with H. N. Gaines, of Topeka, Kan., as Pres., and Robt. Lindblom, of Chicago, Ill., as Secy. The prospects of this organization, incorporated under the laws of South Dakota, with \$50,000,000 capital, are dubious, since dissension marked its birth. As soon as it was discovered that the agitators had control of the meeting all the Nebraska delegates withdrew in a body.

War scares have the effect of driving the shorts to cover easily and quickly.



## New Grain Drier at New Orleans.

The history of the business of drying grain is a long record of failures. It was not until many fortunes had been wasted in futile experiments that a machine was put on the market which use has proved both profitable or effective in the drying of grain in large quantities.

When first used, operations with this drier were carried on in secret, the practice not being considered entirely legitimate. Within the past two years, however, it has dawned upon the grain trade here and abroad, that "Kiln-Dried" grain, as it is called, is really superior to grain in its natural state. In such esteem is it held, indeed, that buyers of corn, East, South and abroad, are calling for the "Kiln-Dried" article, and are paying handsome premiums for it, the demand, at times, far exceeding the supply.

Not only does the drying by the Hess System render the grain absolutely safe for storage or for shipment, but it increases the feeding and milling value of it by reducing the water content.

The use of the drier in raising the grade of grain, is at times, highly profitable. During the Phillips corner the driers were run night and day, making No. 2 corn from the lower grades—the result is a matter of history.

Its value as an insurance against deterioration of grain in store is well understood and appreciated by all large operators; and never more than at this writing, when large quantities of winter shelled

corn await the first mild days of spring, and the heating and fermenting sure to follow.

In the Hess Drier, the grain is subjected to an application of warm dry air, which removes the excess moisture in the grain. Cool air is then applied. In an hour, no grade, mushy corn is transformed into dry "old" corn, cool and sweet, that will stand shipping or storing indefinitely, and, except for the loss in weight, the cost is too little to be considered.

Our illustration shows the No. 8 Hess Drier at the Westwego Elevator, New Orleans, built for the Texas & Pacific Warehouse & Terminal Co. This drier is for use on corn for export, and will dry and cool 25,000 to 30,000 bushels daily. Similar machines are in use in the principal terminal elevators of Chicago, Duluth, Omaha, Kansas City, Cleveland, and other grain centers.

The March Century's leading article will be a pen picture of "The Paris Bourse" from Cleveland Moffett, with illustrations by Andre Castaigne. There are only seventy brokers in the Paris Bourse, as balanced against the eleven hundred of the New York Stock Exchange. The Paris Bourse is a government institution, existing and operating under direct government control. The New York and London exchanges are, as every one knows, private associations, with laws that are binding upon members only because of their voluntary acceptance.



Hess Drier at Westwego Elevator, New Orleans, La.

## A SHELLER

Which removes all the corn, without breaking the corn and the cob to pieces, and without serious injury to itself, is a profitable investment. Such is the CHAMPION SHELLER

—MADE BY—

R. H. McGRATH, LAFAYETTE, IND.

**LOOK.** One thousand grain men were made happy (ask anyone of them) last year by using our New Era Passenger Lifts in their grain warehouses. Let us please you this coming season by placing one of them in your new grain elevator. The New Era Elevators are well and substantially built. Will last a lifetime; will more than pay for themselves in one season. They cost scarcely more than a stairway. They save time, work, worry and money. Let us know your wants.

Sidney Elevator Mfg. Co., Sidney, O.

## "Gold Bricks of Speculation"

By JOHN HILL, JR.

Member of Chicago Board of Trade.

A 500-page book in buckram explaining speculation and exposing bucket shop and "get-rich-quick" schemes. A book for the shipper, the farmer, the broker, the investor, the speculator, the lawyer and the student. Copiously illustrated. Price, \$2.18 postpaid.

LINCOLN BOOK CONCERN, Publishers

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**Mr. Grain Dealer:**  
In planning your new elevator, do not forget the feed mill. It will earn dividends for you the year around. We advise getting the

**MONARCH**



We give a guarantee of durability and satisfaction with every mill. So confident are we that the Monarch Feed mill will please you that we will send it on trial. Can you ask more?

**SPROUT, WALDRON & CO.**  
P. O. 260, Muncy, Pa.

## Grain Pressures in Deep Bins.

As long as grain bins were of the old style crib construction the question whether the weight rested on the bottom or on the sides could be disregarded, since the planks used in cribwork, when strong enuf to resist side pressure, were strong enuf to support the vertical load transmitted to the walls by friction.

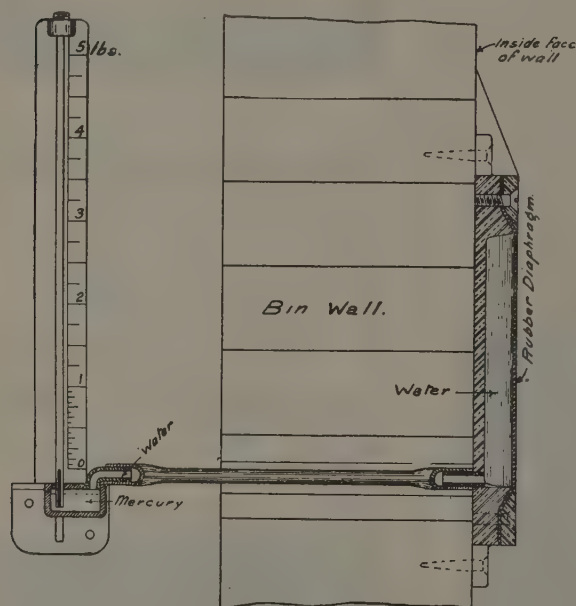
When steel plates, cement concrete, hollow tile and common brick came into use as materials for the construction of grain storage bins an opportunity was presented to economize by reducing the dimensions of parts where strength is not required. That some elevator builders totally failed to grasp this opportunity is painfully evident to the close observer. In one case a large steel grain elevator, if built to resist fluid pressure, would have cost \$200,000 more than necessary to carry the grain safely.

The crass ignorance that resulted in

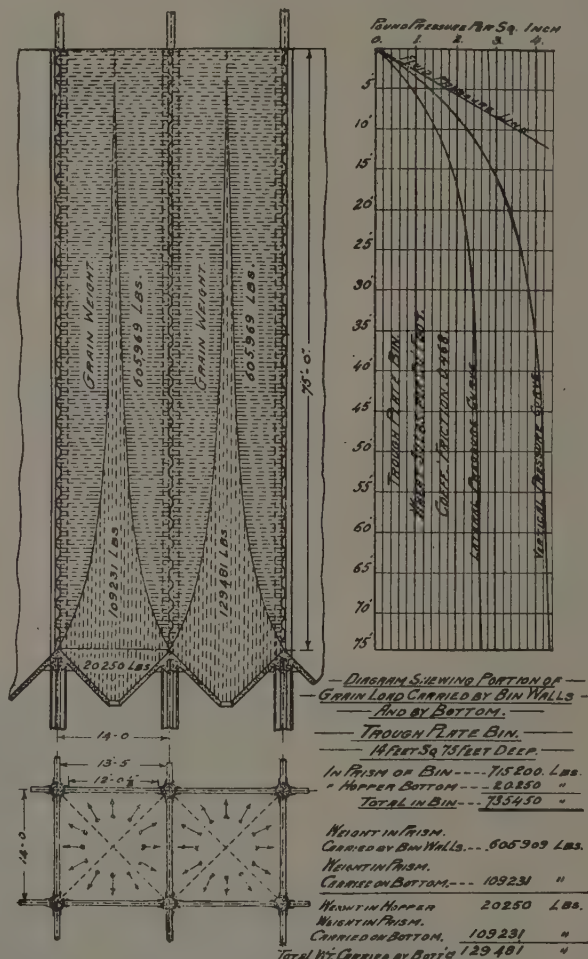
these costly blunders is no longer excusable, since the publication of a series of tests made by J. A. Jamieson, C. E., Mem. Can. Soc. C. E. In a paper on "Grain Pressures in Deep Bins," read before the Canadian Society of Civil En-

gineers, Mr. Jamieson gives reliable data on the pressures in round or square bins, whether built of wood, steel cement, tile or brick.

To ascertain the pressure at any part of a bin Mr. Jamieson designed and used the



Hydraulic Grain Pressure Gage.



Distribution of Pressure in Grain Bins.

Grain weighed into bin.	Height of grain column.	Pressure of grain on diaphragm.	Grain carried on bottom.		Grain carried on bin-sides.		Equivalent fluid pressure.	Side pressure of grain on diaphragm.	Side pressure per section.
			Weight.	% total weight grain.	Weight.	% total weight grain.			
lbs.	ft. in.	lbs.	lbs.		lbs.		lbs.	lbs.	lbs.
30,000	3 9	1.118	26,081	86.9	3,919	13.1	1.286	0.343	9,446.220
60,000	7 6	1.948	45,443	75.7	14,557	24.3	2.573	0.938	25,832.520
90,000	11 3	2.499	58,297	64.7	31,704	35.3	3.859	1.317	36,270.180
120,000	15 0	2.927	68,291	56.9	51,719	43.1	5.145	1.615	44,477.100
150,000	18 9	3.247	75,746	50.4	74,254	49.6	6.431	1.804	48,682.160
180,000	22 6	3.482	81,228	45.1	98,772	54.9	7.718	2.011	55,382.940
210,000	26 3	3.635	84,797	40.3	125,203	59.7	9.004	2.111	58,136.940
240,000	30 0	3.752	87,527	36.4	152,473	63.6	10.290	2.201	60,615.540
270,000	33 9	3.843	89,650	33.2	180,350	66.8	11.576	2.278	62,736.120
300,000	37 6	3.924	91,539	30.5	208,461	69.5	12.863	2.345	63,581.300
330,000	41 3	3.987	93,009	28.1	236,991	71.9	14.149	2.381	65,672.740
360,000	45 0	4.041	94,268	26.1	265,732	73.9	15.435	2.417	66,564.180
390,000	48 9	4.077	95,108	24.3	294,892	75.7	16.721	2.435	67,059.900
420,000	52 6	4.095	95,528	22.7	324,472	77.3	18.008	2.453	67,555.620
450,000	56 3	4.113	95,948	21.3	354,052	78.7	19.294	2.453	67,555.620
480,000	60 0	4.129	96,321	20.1	383,679	79.9	20.580	2.453	67,555.620
510,000	63 9	4.129	96,321	18.8	413,679	81.2	21.866	2.462	67,803.480
540,000	67 6	4.129	96,321	17.8	443,679	82.2	23.153	2.462	67,803.480



hydraulic diaphragm and mercury gage shown in Fig. 1. The pressure is sustained by a rubber diaphragm stretched over a vessel full of water and screwed to the side or bottom of the bin. From the water compartment a small tube leads thru a hole bored in the wall of the bin into the next bin, where the mercury column is set up, with a scale showing the number of pounds pressure per square inch of the grain against the wall.

When applied to a square, cribbed, wooden bin, 12 ft. x 13 ft. 6 in. and 67 ft. 6 in. deep, filled with No. 1 wheat weighing 49.4 pounds per cu. ft., the diaphragm showed pressures on bottom and side of bin for varying depths, per square inch as given in the table herewith.

A graphic illustration of the distribution of the weight of the grain in the bin is given in Fig. 2 herewith. The bin shown in Fig. 2 is built of trough steel plates, consequently the friction between the wheat and sides is greater than with any other kind of wall, the co-efficient of friction being 0.468. The bin is 14 ft. square and 75 ft. deep and contains a total of 735,450 bushels of wheat, of which 605,909 pounds is carried by the bin walls and 109,231 on the bottom, as demonstrated by Mr. Jamieson.

A granular mass is distinguished from a solid or a fluid by a lack of cohesion between the particles on the one hand and by the friction, with the mass on the other hand. As the friction between the wheat and the cribbing which forms the wall is greater in the case of wooden cribbing than with steel plate the wooden cribbing will take more of the weight as a vertical load on the wall.

By means of special apparatus Mr. Jamieson has determined the angle of repose and the co-efficient of friction for the different cereals, of sand and of other granular material, when in contact with various surfaces. The co-efficient of friction of wheat on wheat is 0.532; wheat on steel trough plate bin, 0.468; on steel flat plate, riveted and tie bars, 0.375 to 0.400; on steel cylinders riveted, 0.365 to 0.375; on cement concrete, smooth and rough, 0.400 to 0.425; tile or brick, smooth or rough, 0.400 to 0.425, and on cribbed wooden bin, 0.420 to 0.450.

It has been found that different varieties of grain have angles of repose varying from 24 to 36 degrees, and that different samples of wheat will vary from 26 to 34 degrees. The amount of moisture in the grain and even a damp or a dry day have considerable influence, but Mr. Jamieson considers it safe to adopt 28 degrees as the standard for all grains. Corn weighing 45 pounds per square foot gives approximately the same co-efficient of friction between the corn and the wall. Peas give a pressure 20 per cent greater than wheat; and flaxseed is still more like water, giving a lateral pressure 10 per cent greater and a vertical pressure 12 per cent greater than wheat. Consequently a bin for flaxseed requires to be stronger than one for other grains.

The proposed broom trust is ridiculed by Chicago dealers in broom corn.

Exports of breadstuffs during January amounted to 39,148,753 bus. of wheat, 34,674,283 bus. of corn, 638,155 bus. of oats, 672,013 bus. of rye and 8,465,022 bus. of barley; compared with 83,112,135 bus. of wheat, 23,718,307 bus. of corn, 3,703,372 bus. of oats, 3,593,894 bus. of rye and 7,568,062 bus. of barley during January, 1903, as reported by O. P. Austin, chief of the bureau of statistics.

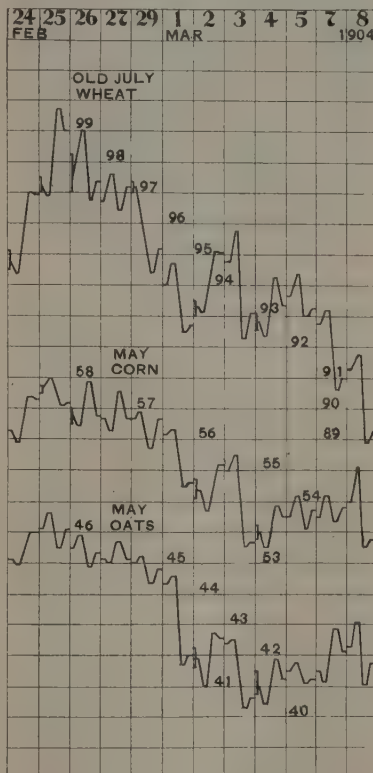
## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Mar. 10 have been 187,917,976 bus., compared with 215,775,426 bus. for the corresponding period of the preceding year.

Corn receipts at primary markets for the present crop year prior to Mar. 10 have been 121,638,286 bus., against 102,693,448 bus. for the corresponding period a year ago.

## Chicago Prices

The opening, high, low and closing quotations on July wheat for the old contract delivery, and on May corn and oats, at Chicago, for the two weeks prior to Mar. 9, are given on the chart herewith.



The National Hay Assn. will make its headquarters for the 11th annual convention at St. Louis, Mo., June, 14-16, at the Forest Park University hotel.

## Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

## MILLS AND ELEVATORS ONLY

Purely Mutual.

E. E. PERRY, Secretary.

## FIRE INSURANCE

### MILL OWNERS

### MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

## Reliable Insurance...

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

### MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

Chartered 1865 Assets, \$3,380,676.56

Net Cash Surplus, \$466,594.95

W. L. Barnum, Sec'y.

## MICHIGAN MILLERS

MUTUAL FIRE INSURANCE CO.,  
LANSING, MICH.

23 Years

Successful Business

### 50% DIVIDENDS

Assets \$1,500,000.00  
Losses Paid 1,000,000.00  
Net Cash Assets 260,000.00

INSURES FLOUR MILLS, GRAIN AND ELEVATORS.

## GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.

INDIANAPOLIS, IND.

It would seem that 761 properties the first year would be the high-water mark for a company insuring only elevators, but we have only made a beginning. Many delayed for this evidence of patronage and we are insuring others as fast as our Inspectors can select acceptable risks.

For information, address

C. A. McCOTTER, Sec'y.

## Supreme Court Decisions

A crop of timothy seed, whether sold before or after it is gathered, is not part of the realty; and the statutory lien thereon given to the landlord by Rev. St. 1899, Sec. 4123, may be released by the landlord without writing, or by his agent, whose authority rests merely in parol.—*Wimp v. Early*. Court of Appeals at St. Louis, Mo. 78 S. W. 343.

A common carrier cannot limit its liability for goods lost in shipment, through its negligence, by any regulation or any provision printed on the back or stamped across the face of the bill of lading, unless the same is agreed upon with the shipper or distinctly brought to his attention.—*Doyle v. B. & O. R. Co.* Circuit Court Western District of Pennsylvania. 126 Fed. 841.

If goods are delivered to a carrier and received by it for shipment, they may be transmitted without the issuance of a bill of lading, and may be regarded as in the possession of the carrier from the time received, though there was no instruction nor intention that the carrier should immediately make the shipment.—*M. K. & T. Ry. Co. v. Beard*. Court of Civil Appeals of Texas. 78 S. W. 253.

Defendant having borrowed wheat from plaintiff, and agreed to repay the same amount when he threshed, plaintiff, on defendant's failure or refusal to do so, could not replevy such amount from defendant's crop, no wheat having been set apart for him, nor anything done showing an intention to transfer title to plaintiff to any part of the crop.—*Mattison v. Hooberry*. Court of Appeals at St. Louis, Mo. 78 S. W. 642.

An insurance company cannot reduce the amount of a policy issued to assured by merely writing him a letter stating that it was obliged to reduce its risk from \$1,250 to \$500, and inclosing a slip to that effect, with a request that it be attached to the policy, without proof that after the receipt of such letter the insured acquiesced in such reduction.—*McLean v. Amer. Mut. Fire Ins. Co.*, of Des Moines. Supreme Court of Iowa. 98 N. W. 146.

Bills of lading, and drafts attached, sent by a consignor to the consignee through a bank, on payment of which drafts the consignee received the bills of lading, on presentation thereof to the carrier, received the consignments in H. county pursuant to the terms thereof, constitute a written contract between the consignor and consignee to deliver the consignments in H. county.—*Callender, Holder & Co. v. Short*. Court of Civil Appeals of Texas. 78 S. W. 366.

Plaintiff sold a car of vegetables to J., taking a bill of lading made to "Consignee S. (plaintiff) notify J.," and employed defendants, bankers, to make a draft for the price, and forward it with the bill of lading for collection. Held, in an action for the value of the vegetables—they having spoiled before the draft and bill of lading were presented, by reason of defendant's delay—that such delay was not harmless, because plaintiff had not indorsed the bill of lading, as J., on payment of the draft and presentation of the bill of lading,

would be entitled to receive the shipment without such indorsement.—*Stoner v. Zachary*. Supreme Court of Iowa. 97 N. W. 1098.

In order to recover charges for the storage of grain, a warehouseman must keep at the place of deposit, subject to delivery on demand of the depositor, either the grain left for storage, or an equal quantity of other grain of the same kind and quality; and this requirement is not satisfied by keeping a sufficient quantity of grain of the proper description in another warehouse at a different place from that in contemplation of the parties when the bailment was made.—*McSherry v. Blanchfield*. Supreme Court of Kansas. 75 Pac. 121.

In an action under Rev. St. 1899, Sec. 4123, by a landlord against a party who purchased part of a crop known by him to have been grown on the demised premises, an answer pleading a deed of trust on other property given by the tenant to the landlord to secure the rent, and alleging that it waived the statutory lien, and also averring that plaintiff gave the tenant permission to sell the crops raised on the farm, and especially the timothy seed which defendant purchased, was sufficiently broad to let in proof that plaintiff, in other ways than by the acceptance of the deed of trust, consented to the sale of the timothy seed, and waived her lien thereon.—*Wimp v. Early*. Court of Appeals at St. Louis, Mo. 78 S. W. 343.

The decision of the lower court in favor of the Des Moines Elevator Co. and against the owner of a team which was frightened by the noise of the gasoline engine exhaust in the elevator at Avoca, Ia., has just been reversed by the Supreme Court of Iowa, on the ground that the lower court erred in taking the case from the jury, and the Supreme Court has remanded the suit for a new trial. The Supreme Court said: Whether an elevator company was negligent in the manner of operating a gasoline engine with a noisy exhaust about 40 feet from a traveled way, resulting in an injury through frightening a team, was a question for the jury. That the plaintiff, when injured as a result of the frightening of his team by the noise of a gasoline engine, was not on a public street, does not affect his right of recovery, where it was a traveled way which had existed for many years, and the defendant had acquiesced in its use.

A contract for the issuance of a letter of credit recognized the bankers' right to possession and disposal of all goods purchased under the letter, together with their right to possession of all bills of lading and policies of insurance on such goods until such time as any indebtedness in their favor against their principal should be discharged, and declared that any proceeds of goods coming into the hands of the bankers should be applied against the acceptances of their principals under the letter of credit, or against "any other indebtedness" or orders from their principal, including "all expenses incurred," etc., and that the obligation should continue and be applicable to "all transactions." Held, that where a cargo of fruit purchased under such letter of credit was lost, and the bankers, with others, held policies of insurance thereon, they were entitled to a lien on a proportionate amount of the fund subsequently received in a settlement of the insurer's liability, to secure an indebted-

ness of their principal arising from future transactions.—*In re McElheny*. Supreme Court of New York. 86 N. Y. Supp. 326.

If a warehouseman receives grain for storage, and issues memorandum slips or tickets, not in accordance with the statute (sections 7716, 7717, Gen. St. 1894), and the bailor in good faith deposits wheat and accepts such tickets, he is not deprived of his right to the property or the value thereof. Such memorandum slips are properly admitted in evidence in connection with evidence to identify and make them certain to prove the fact that the wheat was actually delivered. But if the bailor had knowledge of the fact that the agent's authority was limited to the issuance only of such certificates as are prescribed by statute, and accepted a form of ticket which does not provide for storage charges, for the purpose of avoiding them, then such transaction was not necessarily of such fraudulent character as to deprive the bailor from recovering the wheat, or its value, although he may be chargeable with storage charges to the same extent as he would have been under the terms of the regular receipt.—*Kramer v. Northwestern Elevator Co.* Supreme Court of Minnesota. 98 N. W. 97.

A corporation shipped corn to plaintiff which he had not ordered, and drew drafts for the value thereof, with bills of lading attached, which were assigned to defendant company, and by it transmitted for collection. Plaintiff refused to pay the drafts or receive the corn, whereupon defendant, with knowledge of the facts, and knowing that the corn was becoming heated and damaged, and had not been sold, wrote to the bank holding the drafts for collection, stating that, the corn having been sold at a reduced price, plaintiff in paying the drafts, was to draw on the corporation for the difference of value of the corn, which drafts the bank was authorized to accept as part payment of the drafts attached to the bills of lading. Plaintiff and the bank treating this letter as an authority to sell the corn, plaintiff paid the drafts, sold the corn, and drew on the corporation for the difference, but it, having become insolvent, refused to pay the drafts. Held, that plaintiff could recover such differences from defendants. Such action, whether based on the drafts drawn for the difference between the amount the corn sold for and the amount of the original drafts paid by plaintiff, or on defendant's letter so written, was founded on a written obligation, and was therefore within the four-year statute of limitations.—*F. Groos & Co. v. Brewster*. Court of Civil Appeals of Texas. 78 S. W. 359.

The complaint of the Samuel Hardin Grain Co. against the Gulf, Colorado & Santa Fe Railroad for overcharges, which was supported by the Texas Railroad Commission, has been sustained by the Supreme Court of Texas. The judgment of \$100 against the road was affirmed. The Samuel Hardin Grain Co. at Kansas City, having sold Saylor & Burnett at Goldthwaite, Tex., two cars of corn, which as yet it did not own, contracted with the Harroun Commission Co., also at Kansas City, for the purchase of two cars of corn, to be delivered at Texarkana, Tex. Previously to this the commission company had purchased two cars of corn to be delivered to it at Texarkana, the shipment originating at Hudson, S. D., with a receiving carrier, whose bills of lading limited its liability to its own line, with a



like limitation for all connecting carriers. The purchase from the commission company by the grain company took place while this shipment was at Kansas City, on its way south, and two days after the purchase the grain company ascertained that the corn to fill its order would come from Kansas City. The commission company had an agent at Texarkana, who by arrangement between the two companies reshipped the corn, without breaking bulk, to the firm at Goldthwaite, blank bills of lading having been furnished the commission company by the grain company, which were forwarded to the agent, who, when they were executed by the carrier receiving the corn at Texarkana, delivered them to its grain company. The receipt of these bills was the first notice the commission company had of the ultimate destination of the shipment. Held, that on delivery by the commission company to the grain company at Texarkana the shipment lost its character as interstate commerce, and from Texarkana to Goldthwaite fell within the jurisdiction of the State Railroad Commission.—Gulf, C. & S. F. Ry. Co. v. State. 78 S. W. 495.

## Refusal to Honor Draft for Full Value.

The municipal court at Buffalo, N. Y., recently gave judgment in favor of a country shipper, the T. S. Gilliland Grain Co., of Van Wert, O., against the Lackawanna Mill & Elevator Co., of Buffalo, which company is composed of Millard P. Ryley.

The T. S. Gilliland Grain Co. shipped 4 cars hay, destination Philadelphia, on points with equal rate, and made draft for the value, less a small margin. While the cars were en route and the fifth and last car was loaded and ready to bill, Ryley refused to honor the draft unless the shipper would make a reduction of 25 per cent from the face. The shipper refused to make the reduction, as that was not a part of the contract, and was not the custom.

Ryley then refused to take the cars, and was thereupon informed by the Gilliland Co. that it would sell them for his account in Philadelphia. The market in Philadelphia had gone down, which may have been the reason for Ryley's refusal to take the hay.

In court Ryley tried in vain to prove that it was a custom in the Buffalo market to draw to 25 per cent of the full value, and the representatives of several firms with whom he seemed on good terms swore that was the custom. Receivers who had done business for years with the Gilliland Grain Co., and other Ohio shippers, swore that they were not aware of any such custom. By other testimony it was shown that such a custom did not exist.

Representative Nibermott of New Jersey has introduced in congress an amendment to the Constitution of the United States prohibiting the incorporation of companies to do business outside of a state.

Pennsylvania Supreme Court decided this week against a man who claimed he was gambling when he traded on margins. Don't speculate unless you can afford to lose, because there is no cinch on winning. If you lose, take your medicine like a man. Don't let a cheap lawyer induce you to plead the "baby act" and thus advertise to the world that you have no commercial honor.—C. A. King & Co.

## Frank A. Rockafellow is Dead.

Frank A. Rockafellow, manager of the Rockafellow Grain Co., operating elevators at Carson City, Sheridan, Vickeryville and Middleton, Mich., passed away Feb. 23, after an illness of several months duration.

Mr. Rockafellow begun his business career as a harnessmaker at Carson City. Selling out this business, he engaged in mercantile business and was eminently successful. Five years ago he disposed of his mercantile interests and devoted



Frank A. Rockafellow, Carson City, Mich., Deceased.

his entire time to the grain business. His portrait is reproduced herewith.

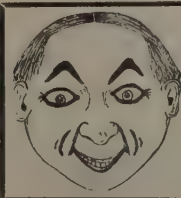
He was an ardent supporter of any movement that promised to improve the conditions of the trade. He took an active part in association work and was a member of the executive board of the Michigan Hay Dealers Assn. He was always a liberal contributor to religious and charitable enterprises. He was manager of the local electric light and power company, and interested in the Montcalm Telephone Co.

Mr. Rockafellow is survived by two daughters and his second wife, to whom he was married in 1897. He served in the Civil war. His death was caused by bright's disease, at the age of 55 years.

The Hull Corn Trade Assn. has issued a circular urging members to buy American grain only on sample and not on inspection certificate.

Philippine imports of hay during the 9 months prior to Oct. 1 amounted to 1,249 tons; compared with 2,541 tons during the corresponding months of the preceding year.

Rice imports into the Philippine Islands during the 9 months prior to Oct. 1 were 600,673,165 pounds; compared with 423,703,955 pounds during the corresponding months of 1902.



## The Feeder is O. K.

When a customer remits promptly and impulsively writes the above on our invoice, it means he is perfectly satisfied with our Pat. Ear Corn Chain Feeder. The strongest in the world. We guarantee satisfaction and prices all right.

B. S. CONSTANT CO., BLOOMINGTON, ILL.

C. F. Barrett, Pres. H. H. Hill, Manager  
J. V. Metzger, Sec'y and Treas.

### THE METZGER-HILL CO.

Receivers and Shippers Grain and Hay  
CINCINNATI, OHIO.

## The F. R. Morris Continuous GRAIN CONDITIONER AND COOLER

The greatest invention yet devised for keeping grain stored in elevators in condition. Saves its cost every month in the year. Once passing thru the machine equals a week's constant elevation. Can be installed in an elevator at a cost not much exceeding an ordinary cleaning machine. Parties having them in use say they are indispensable.

For information address

F. R. MORRIS,

51 CHAMBER OF COMMERCE, MILWAUKEE, WIS.  
Also Manufacturers the best Drier in the World.

## FLOUR MILL LOCATIONS

OPENINGS for flour mills, feed mills and grain elevators are numerous along the several new lines of the St. Louis & San Francisco Railroad recently opened to traffic. These lines traverse some of the finest wheat and corn producing sections of the Southwest and opportunities for mills are numerous. The



through its Industrial Department is prepared to furnish full information regarding desirable flour mill locations.

Send for copy of new handbook of information entitled "Opportunities."

M. SCHULTER  
INDUSTRIAL COMMISSIONER

Frisco Building ST. LOUIS, MO.

## DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,  
255 La Salle Street, Chicago, Ill.

## Supply Trade

G. T. Honstain of Minneapolis, Minn., removed his offices from Third-st. to 512 Corn Exchange.

The Allis-Chalmers Co., of Chicago, Ill., has acquired the business of the Bullock Electric Mfg. Co., of Cincinnati, O.

Honstain, Bird & Co., of Minneapolis, Minn., have removed their offices to large and commodious quarters in the Corn Exchange bldg.

Millwrights at Chicago have brot suit in the federal court at Minneapolis to restrain the International union from expelling them.

Charity or graft advertising is not expected to bring returns other than the grafter, who returns for more. Advertising for charity's sake was never known to prove profitable.

Sprout, Waldron & Co., of Muncy, Pa., have bot the business and patents of the Harmon-Whitmore Co., of Jackson, Mich., and will continue the manufacture of the line of milling machinery made by the latter.

The Hartford Blower Co., of Hartford, Conn., has recently received contracts to furnish large dust collecting systems to the Iver Johnson Arms & Cycle Works, Fitchburg, Mass., and the American Emery Wheel Works, Providence, R. I.

The Midland Machinery Co., of Minneapolis, Minn., is increasing its facilities for handling its rapidly growing business. A new lathe, pulley turning machine, key-seater, and saw for shafting, have been added to the equipment of the shops.

The Automatic Self Weighing and Registering Scale Co. has been organized at Hillview, Ill., to manufacture the automatic scale invented by L. D. Orr. The capital stock is \$50,000, and incorporators are C. E. Wells, W. L. Ford, E. N. Ford, G. S. Sherwin, and L. D. Orr.

John S. Metcalf of the John S. Metcalf Co. sailed for England yesterday, where the company has recently secured the contract to build another fireproof elevator for the Manchester Ship Canal Co. The new elevator will have a storage capacity of two million bushels.

Grain driers are gaining rapidly in popularity with the country elevator men, judging from the number that are being installed. Lewis I. Taylor, of Earlville, Ill., Whipple & Barr of Plainfield, Ill., and A. M. Ludeman of Wolcott, Ind., all are putting in Hess Grain Driers. The Union Eltr. Co. of Cleveland, has contracted for a large size Hess Drier.

The Steel Storage & Elevator Construction Co., of Buffalo, N. Y., has been awarded the contract to erect steel grain storage tanks for the following firms in Kansas: Colburn Bros., of McPherson, 50,000 bus. capacity; Wichita Union Co., of Wichita, 20,000 bus. capacity, and Halsted Milling & Elevator Co., of Halsted, 30,000 bus. capacity.

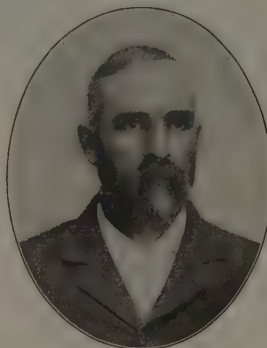
John M. Witherspoon and William C. Englar have formed a partnership for the purpose of designing and constructing grain elevators of steel, hollow tile, frame or concrete. The style of the new firm is

Witherspoon, Englar & Co., and its offices are in the Monadnock Bldg., Chicago. Each of the members of the new firm have long been identified with the business.

The Fort Wayne Foundry & Machine Co., of Fort Wayne, Ind., has issued a very handsomely illustrated catalog of the Wayne Gas Engine, in which the construction of the parts that make up this very substantial engine is explained. Engines above 20 h. p. are fitted with a self starter, and all sizes use battery or dynamo ignition, gas or gasoline. While the Wayne Engine is fitted for every purpose for which an engine is required, the illustrations in the catalog are limited to a dozen different installations. A table gives the weight, space, pulley and speed for all sizes between 4 and 150 h. p.

## Death of D. D. Baluss.

D. D. Baluss, well known to the grain dealers of Michigan, died Feb. 24, of apoplexy, after an illness of two days. He was born at Fairfield, Mich., 59 years ago and passed the early years of his life on



D. D. Baluss, Blissfield, Mich., Deceased.

his father's farm; and by teaching school worked his way thru Adrian College.

For two years he practiced law at Wayne, Mich., and then removed to a farm in the county of his birth. In 1880 he engaged in the manufacture of tile and brick.

Mr. Baluss first entered the grain trade in 1893, with his son, F. C. Baluss, under the name of F. C. Baluss & Co., at Blissfield, Mich. Soon the business increased and offices were opened at Ottawa Lake, Adrian, Clayton, Sturgis and Klinger Lake. The firm was incorporated as the Baluss-Dawson Co. in 1902, and Mr. Baluss was president of the corporation at the time of his death. He was also one of the incorporators and a director of the Metamora Elevator Co., of Metamora, O. He was married in 1869, and leaves a wife, three sons and a daughter. A portrait of Mr. Baluss is given herewith.

The advertising department of various railroads have decided that novelty and freak advertising is unprofitable, hence must be discontinued. They propose to confine their advertising to newspapers, magazines and standard publications. Programs, hotel registers, blotters and memorandum cards of various designs are to be eschewed. In other words, the railroads propose to confine their efforts to legitimate advertising, which experience has proved to be profitable.

## Patents Granted

Gas engine, No. 753,510. Geo. J. Murock, Newark, N. J.

Gas engine. No. 753,003. Anson G. Ronan, Toronto, Canada.

Internal combustion motor. No. 752,936. Adolf Vogt, West Norwood, Eng.

Gas or gasoline engine. No. 753,483. Geo. W. Fulkerson, Hagerstown, Ind.

Igniter for explosive engines. No. 753,280. Abbot A. Low, Horseshoe, N. Y.

Sparking device for explosive engines. No. 752,832. Lincoln H. Fey, Northfield, Minn.

Igniting device for explosive engines. No. 753,226. Boris Botkowski, New York, N. Y.

Cooling attachment for internal combustion engines. No. 753,013. John W. Sutton, Brooklyn, N. Y.

Hydrocarbon vapor engine. No. 753,331. Wm. W. Hill, Richmond Hill, and August Wassman, Astoria, N. Y.

Gas engine. No. 753,527. John M. Stadel, Wilmington, Del., assignor of half to Wm. A. McCowen, Wilmington.

Means for attaching suction tubes and inlet valves to explosive engines. No. 753,814. Louis B. Smyser, Elizabeth, N. J.

Electric igniter for explosive engines. No. 753,795. Wm. J. Hart, Mt. Vernon, N. Y., assignor of 1/2 to Chas. F. Splitdorf, New York, N. Y.

Speed controlling valve for gas or gasoline engines. No. 753,147. John W. Lambert, Anderson, Ind., assignor to the Buckeye Mfg. Co., Anderson.

Conveyor. No. 752,838 (see cut). John A. Heintz, Chenoa, Ill. The inclined elevator discharges into a conveyor trough having an endless carrier. On the shaft of the elevator head pulley is a bevel gear driving the carrier.

Car door. No. 753,496 (see cut). Geo. W. Kellogg, Grand Forks, N. D. A solid, flexible metallic door is provided with horizontal stays at intervals, provided with roller bearings at either end adapted to enter ways in the door jams and beneath the floor.

Grain conveyor. No. 752,651 (see cut). Jos. E. Camp, Washington, Ill. A smooth belt drags on the bottom of the trough, and as the material reaches one of the gates in the sides of the trough, it is scooped off by a deflecting wing extending diagonally across the belt.

Grain door for freight cars. No. 753,162 (see cut). John Riley, Minneapolis, Minn. Above the door opening and projecting beyond on one side is a rod on which bars are mounted and adapted to slide. The door has guides to receive the lower ends of the bars and slides vertically thereon. When raised the door is locked in its elevated position by bars connected to a lever and entering slots.

Centrifugal grain drier. No. 752,882 (see cut). Malcolm L. Barbeau, Silvercreek, N. Y., assignor to the S. Howes Co., Silvercreek. A stationary shaft has mounted on it a perforated rotary shell and a stationary conveyor acting to move the material lengthwise thru the shell. The hub on one end of the shell is sur-



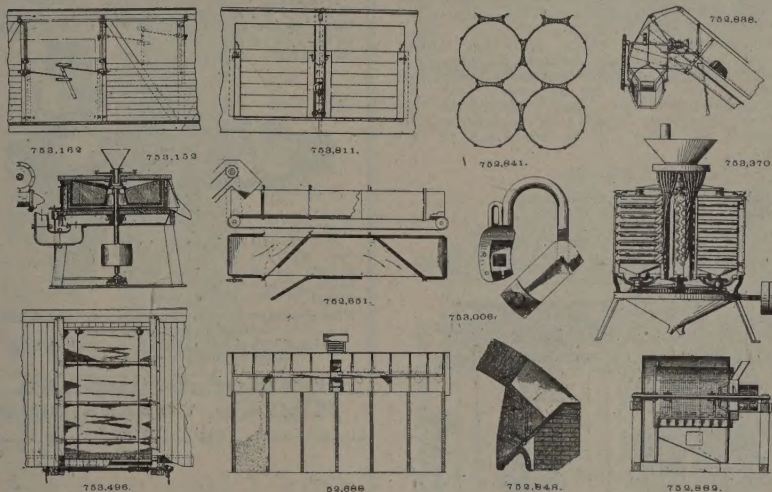
rounded with a stationary feed receptacle. On the hub is the drive wheel.

Conveyor mechanism for handling grains. No. 752,688 (see cut). Emil M. Kramer, Cissna Park, Ill. From the elevator head the grain is distributed to the different bins by a conveyor belt traveling in either direction. The entire belt conveyor and its trough or frame is moved on a track to bring the discharging end over any one of the bins. Gearing under the conveyor applies the power for shifting.

Ore or grain chute. No. 752,848 (see cut). Chas. A. Moffett and Franklin B.

Bean picking machine. No. 753,370 (see cut). Geo. F. Crippen, Ypsilanti, Mich. This machine is designed to subject the beans simultaneously to centrifugal force and to rolling contact in the passages formed by pairs of rolls. From the hopper the beans are fed thru tubes to the end of the rolls nearest the center of the machine. The discharge from the rolls is into 2 passages, one receiving the beans that drop thru and the other the beans that travel to the ends of the rolls.

Hulling and scouring machine. No. 753,152 (see cut). Fritz A. Loescher, Portland, Ore. The machine comprises



Keiser, Birmingham, Ala. The cut off gate comprises a flat and a curved plate arranged at an angle to each other, and a shaft rigidly secured to the flat plate at its free end and rotatably journaled in the bearings of the side plates, the curved plate swinging between the lugs of each side plate and closing the chute when raised.

Grain car door. No. 753,811 (see cut). Jas. G. Sanborn, Portland, Me., assignor of 1/2 to Wm. H. Stevens, Portland. From a universal joint a post hangs in the middle of the door detachably secured to the bottom of the door. The door comprises 2 vertical sections each adapted to engage the central post and one side of the car. The door sections are united to the sides of the car and to one another by loose chains.

Storage bin. No. 752,841 (see cut). Jas. A. Jamieson, Montreal, Canada. The cylindrical steel bins are grouped in squares with a space between adjacent bins filled with concrete. Intervening between the concrete columns are a vertical series of plane arciform plate sections fastened to a series of vertical bin-bracing standards. In each alternate space between the standards is a vertical series of horizontally corrugated plates.

Car lock and seal. No. 753,006 (see cut). Josiah Scott, Toledo, O., assignor of 1/2 to Chas. Burchinal, Toledo. One of the arms of the U is provided with means for securing one end of a sealing plate, the other of the arms being formed with a pocket and a shouldered recess communicating therewith, and a sealing plate having a tongue near one end deflected from the plane of the body portion and adapted to engage and enter the recess to lock the plate in position.

a table, the top of which has peripheral openings corresponding to openings in an adjustably supported plate above it. Under the table is a dust chamber with exhaust pipe leading therefrom. The runner has a central feed opening into which discharges the removable funnel like hopper, and in the casing of the runner is a discharge passageway controlled by a gate consisting of 2 vertically adjustable sections.

The Russian winter wheat and rye crops in 1903 were 1,064,226,000 bus., a decrease of 35,392,000 bus. from 1902.

On oats ground after importation and exported the treasury department will allow a drawback equal to the duty paid, less the regular deduction of 1 per cent. The quantity of oats consumed shall not exceed 178 pounds for each 110 pounds of rolled oats exported.

The imports of breadstuffs into the Philippine Islands during the 9 months prior to October 1, 1903, amounted to 22,316 bus. of oats, 148,009 barrels of wheat flour and 457 bus. of other grain; compared with 4,699 bus. of oats, 134,618 barrels of wheat flour and 19,891 bus. of other grain during the corresponding months of 1902, as reported by the War Department.

**Cover's Dust Protectors**  
RUBBER PROTECTORS, \$2.00  
METAL 1.50  
SENT POSTPAID ON RECEIPT OF PRICE; OR ON TRIAL TO RESPONSIBLE PARTIES. HAVE AUTOMATIC VALVES AND FINE SPONGES.  
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## Sample Envelopes for Grain.

The Spear Safety Envelope is best suited to the needs of grain dealers. Write for samples  
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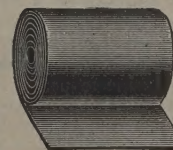


We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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FOR CONVEYORS AND ELEVATORS ALSO Fire Hose, Packing, etc.

We furnished the belting for the Pioneer Steel Elevator. Let us figure with you.  
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**MOST BUSY MILLS** would close down in a hurry if it wasn't for our good bags. Write to us.  
**MILWAUKEE BAG CO., MILWAUKEE, WIS.**





## Rice Kitchen for St. Louis World's Fair.

The St. Louis World's Fair will have no more appropriate exhibit than the Rice Kitchen. Rice is the crop that in recent years has excited the greatest interest among farmers in the Louisiana Purchase which the Exposition is designed to commemorate.

To serve the useful purpose of educating the masses, who will visit the Exposition, in the cooking and eating of rice, the Rice Assn. of America has designed the building shown in the engraving herewith, to be erected on a conspicuous site in the grounds. It will contain a main dining hall, 41 x 70 ft.; demonstrating room, 41 x 19 ft.; kitchen, 55 x 17 ft., and parlor, office and storeroom. The second floor will contain a gallery and quarters for the employees. The building will cover a space 100 x 80 ft.

For the erection and maintenance of



Rice Kitchen to be Erected at St. Louis World's Fair.

the Kitchen rice growers and millers are asked to contribute \$20,000, an amount which the Rice Assn. believes will be returned to the rice industry many fold thru the increased use of rice in the domestic market. If the increasing crops of rice are to be disposed of at satisfactory prices it is imperative that the cereal be advertised to develop the consumption. The superiority of rice as food promises that once its merits are made known this cereal will become a part of the regular diet of the American people.

## Books Received

MAP AND STREET GUIDE of the City of St. Louis has just been received. It will be found invaluable to persons attending the World's Fair. Copy may be obtained by sending a 2-ct. stamp to Geo. Morton, Gen. Pass. Agt. Katy, Box 911, St. Louis, Mo.

An elevator man of central Illinois not being sure that he was getting his share of the corn, began paying above the local market, with result that his competitors at nearby towns began hauling him the stuff. "Stuff" is the proper word, for it was bot covered with snow or wood, and was frozen hard when delivered to him. His cribs are filled with "no grade" corn for which he paid a high price. Cars are scarce and warm weather will soon be here. Such greed in elevator men usually results in large losses as this man's experience will prove.

## Automatic Grain Scales.

Reference was made in these columns in issue of January 25th to the success and popularity of the Automatic Grain Scale in Great Britain and Europe and to the surprise often expressed by foreigners that our Yankee geniuses appear to have failed to introduce the right one in this country.

They do a few things better over there than we do here, and some of these English scales have been imported during the last few years, making remarkable records.

We learn that the Englishman is now really here with "The Best on Earth," has established an American company, and a Chicago office, and these scales are being sold in all directions. A four-bushel machine was recently placed in one of the largest houses on the C. & E. I. railway and is said to have proved itself absolutely accurate and perfect up to its recorded capacity.

After exhaustive tests, and the calling in of an expert of authority, the purchasers were so fully satisfied with the work of the scale, its accuracy and fine workmanship, that they ordered a 15-bushel machine, capable of weighing 2,000 bushels per hour, to be installed at the



To Owners of Gasoline Engines, Automobiles, Launches, Etc.

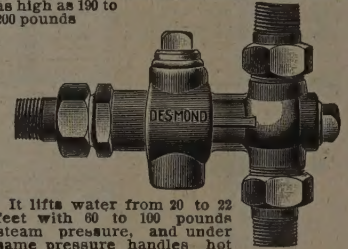
### The Auto-Sparker

does away entirely with all starting and running batteries, their annoyance and expense. No belt—no switch—no batteries. Can be attached to any engine now using batteries. Fully guaranteed; write for descriptive catalog.

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## Feed Your Boiler with a Desmond Injector

**Simplest, Most Satisfactory, Least Expensive.** It is easily taken apart and put together; all you need is a screw driver to take out the jets. Starts as low as 18 to 22 pounds of steam; works as high as 190 to 200 pounds.

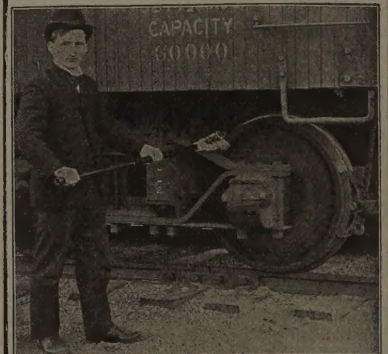


It lifts water from 20 to 22 feet with 60 to 100 pounds steam pressure, and under same pressure handles hot water of 120 to 125 degrees.

The Desmond will grade lower than any other injector made. SOLD UNDER AN ABSOLUTE GUARANTEE. WRITE FOR CATALOGUE.

**Desmond-Stephan Mfg. Co. URBANA, OHIO.**

## "The Special Car Mover" IS PUTTING IT MILD "The Special Train Mover" IT SHOULD BE STYLED



### SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

**THE CONVEYOR CAR LOADER** Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

**THE INCLINE ELEVATOR AND DUMP and Storage System** is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

**IOWA GRAIN & MFG. CO., Odebolt, Ia.**

earliest possible moment. It looks as though the problem has been solved and the Englishman is here to stay.

Buckwheat is losing its one time popularity.

Manchester, Eng., is developing into an important center for grain imports.

The Prussian government in the past 8 years has built 53 grain warehouses at railway stations, 31 of which are leased to agricultural societies at less than 2 per cent of their cost.

To chew whole wheat is dangerous, as Chas. Murphy of Weeping Water, Neb., learned after the doctors had lanced his neck to relieve great pain. A grain of wheat was found in a salivary gland.

Sweden's crops in 1903 are officially reported to have been 5,546,000 bus. of wheat, 24,260,000 bus. of rye, 14,652,000 bus. of barley, and 62,979,000 bus. of oats, an increase in each grain over the average for 10 years.

Wheat advanced from \$1.15 3/4 on July 19, 1872, to \$1.61 on Aug. 16, says the Trade Bulletin. From the close Aug. 19 at \$1.50 wheat opened next day at \$1.27 and declined later that day to \$1.11. The gain in 28 days was nearly all lost in 24 hours.

Altho Argentine exports of wheat from Jan. 1 to Dec. 24, 1903, amounted to 62,811,000 bus.; compared with 19,695,000 bus. for the corresponding period of the preceding year, the demand seems to have been equal to the increased supply, judging from the rising market.



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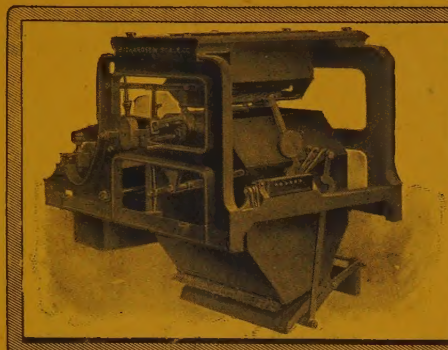
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Complete with nails and painted both sides

**\$1.90 per 100 Square Feet**

At this price we will furnish you corrugated or flat sheets, 28 gauge. Or if you want heavier material, will furnish 26 gauge at \$2.20, 24 at \$2.35, 22 at \$2.50, 20 at \$2.60 per square. This material we are offering you is in perfect condition; is painted two sides, and our proposition includes nails sufficient to lay.

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to all points within a radius of 500 miles of Chicago. Prices to other points on application. We can furnish imitation Brick Siding, Beaded Ceiling and Siding, V Crimped, Pressed Standing Seam, or any style covering desired. We also carry in stock a full line of Felt Coverings and Building Papers. Our Catalogue quotes exceedingly low prices on Boilers, Engines, Pumps and Machinery in general; Belting, Shafting, Hangers, Pulleys and Mill Supplies of all kinds; Plumbing Material for Factories and Residences; Heating Propositions, Hardware, Wire, Nails, etc.; Pipe, Valves and Fittings, and a thousand different things that you are constantly purchasing. We can save you money on your purchases. Write us today.

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Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/4 x 8 1/4 inches, 110 pages.

Price \$1.00

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Is a Record and Memorandum  
Book for the use of Grain Buyers

It is 9 1/2 x 12 inches, contains 400 pages of heavy paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares.

Each square is used to keep a record of each load of grain and affords room enough for the farmer's name, kind of grain, gross, tare and net weights and to figure how much it amounts to at the ruling market price.

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Ours has no equal in **STRENGTH,  
DURABILITY, EFFICIENCY,  
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## What Saith the Rooster?

*Cocka doodle du,  
And the old maid?  
Any dude 'll do.*

The condition here suggested is both critical and unfortunate. Doubtless, however, it could have been avoided had the lady taken advantage of her opportunities. Perhaps you are now in the market for a Dust Collector and an opportunity is offered to get the best. "Any" should not do when you can

**Get Day's Dust Collector**

at a reasonable price.

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